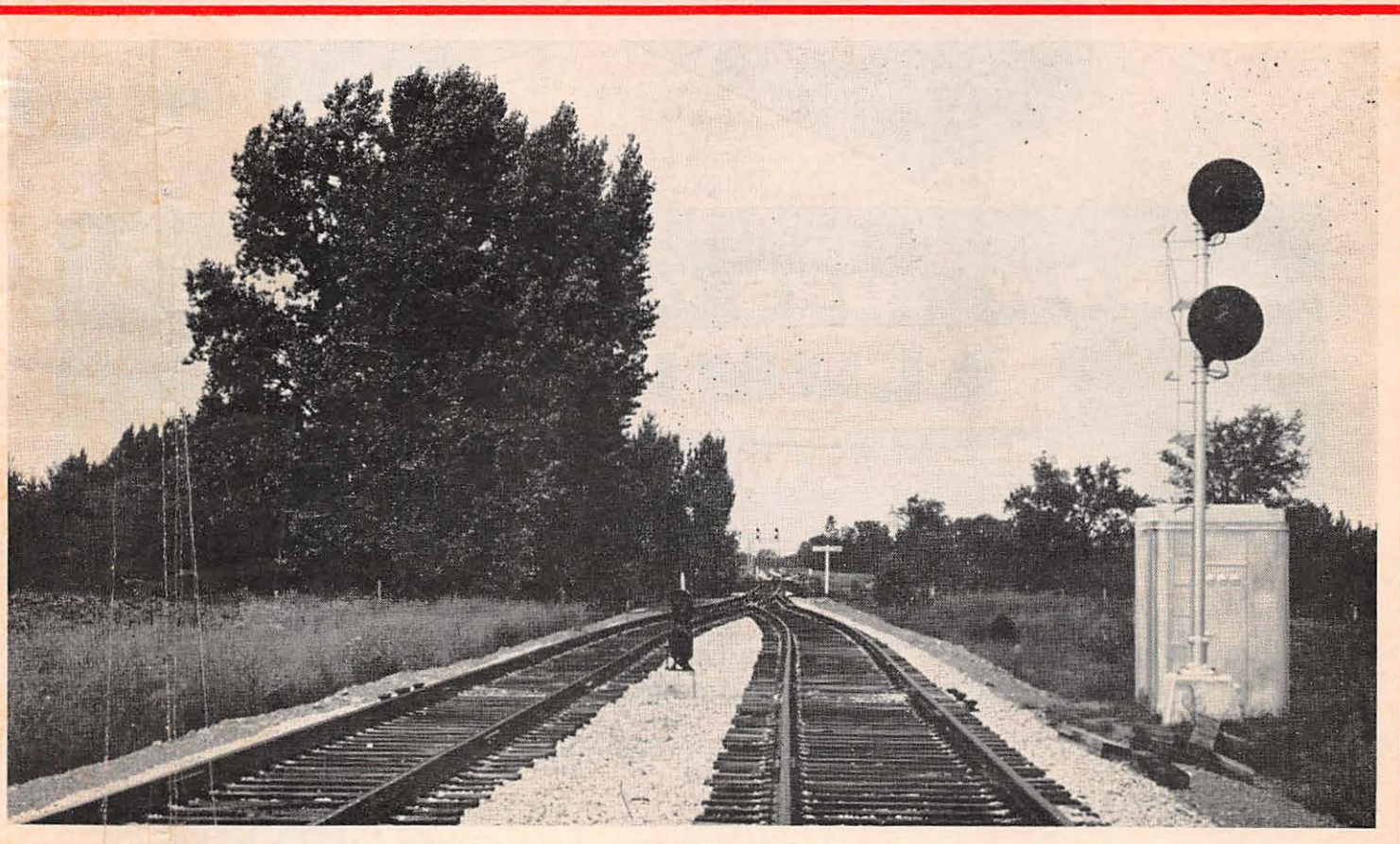
FEBRUARY, 1964

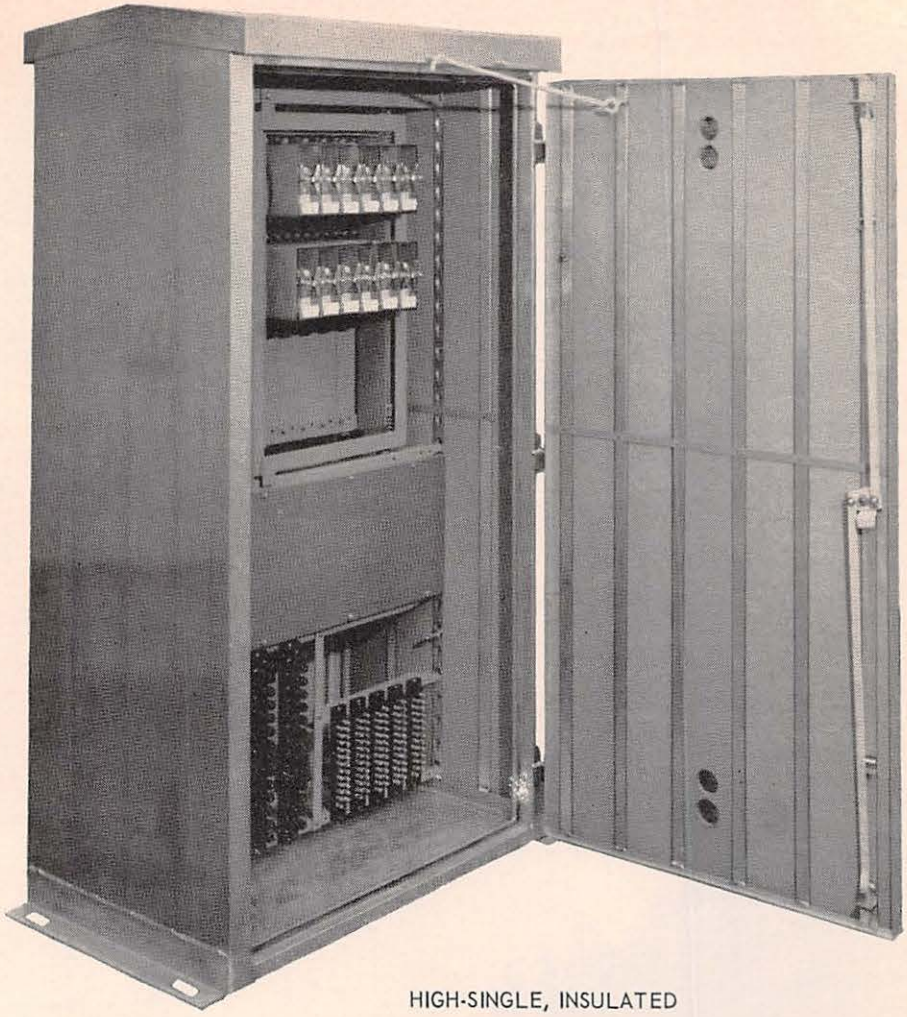
THE Signalman's JOURNAL



Cover Story: C.N.R. Construction Program Includes New Access Line

Report on Wage Movement . . . Page 33

F.E.C. Strike Into Second Year . . . Page 40



HIGH-SINGLE, INSULATED

NOW... GRS OFFERS YOU ALUMINUM INSTRUMENT CASES

You can have all the features of GRS modular, steel instrument cases —— PLUS the advantages of —— LIGHTWEIGHT, MAINTENANCE-FREE ALUMINUM.

- Same sizes as GRS modular, steel instrument cases
- Use same adjustable fixtures
- Available lined or unlined

AVAILABLE IN 4 SIZES

low-single, high-single
low-double, high-double

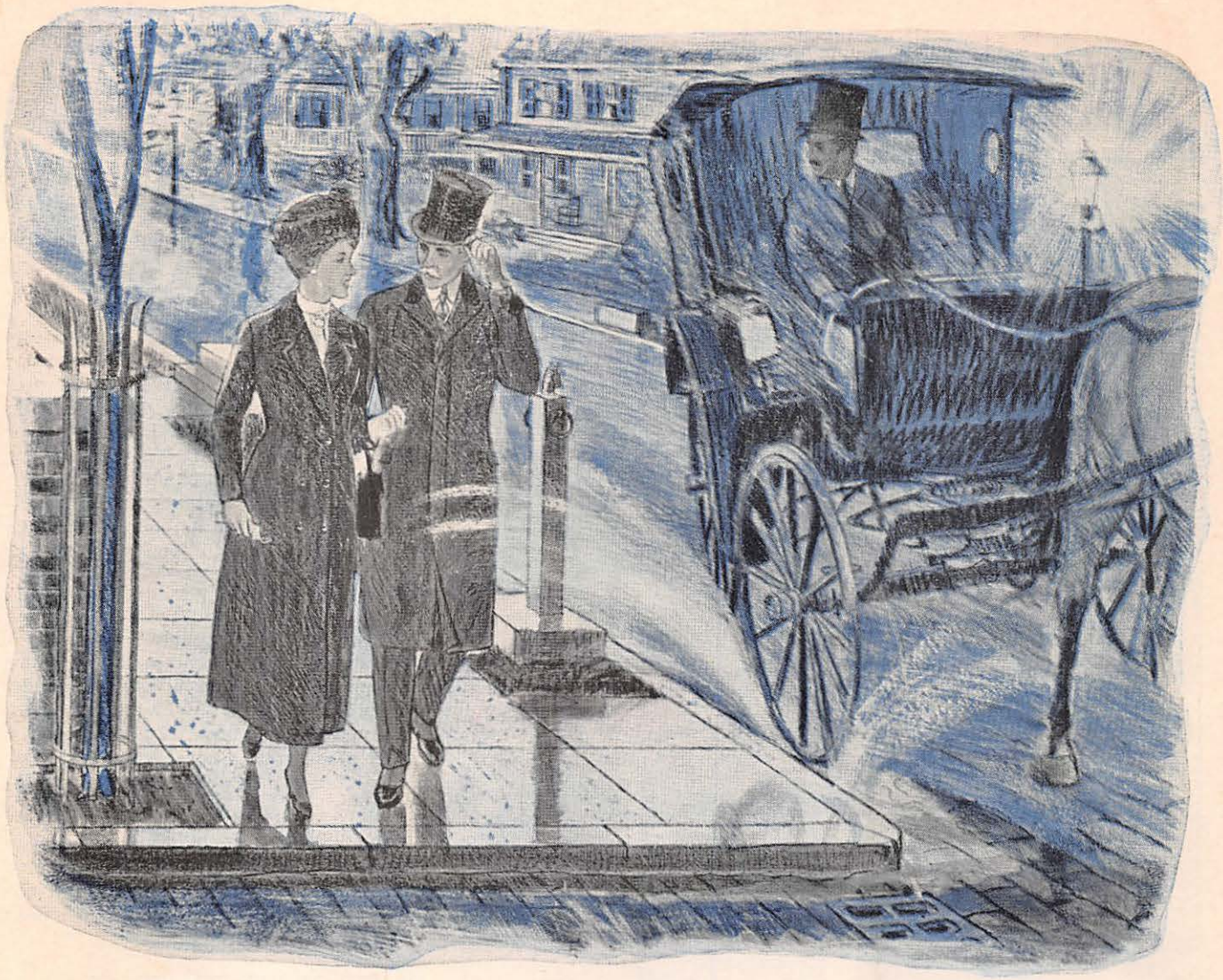
3173

ORDER FROM CATALOG SECTION 5, BUT SPECIFY "ALUMINUM"

GENERAL RAILWAY SIGNAL COMPANY

ROCHESTER 2, NEW YORK

NEW YORK 17, NEW YORK CHICAGO 1, ILLINOIS ST. LOUIS 1, MISSOURI



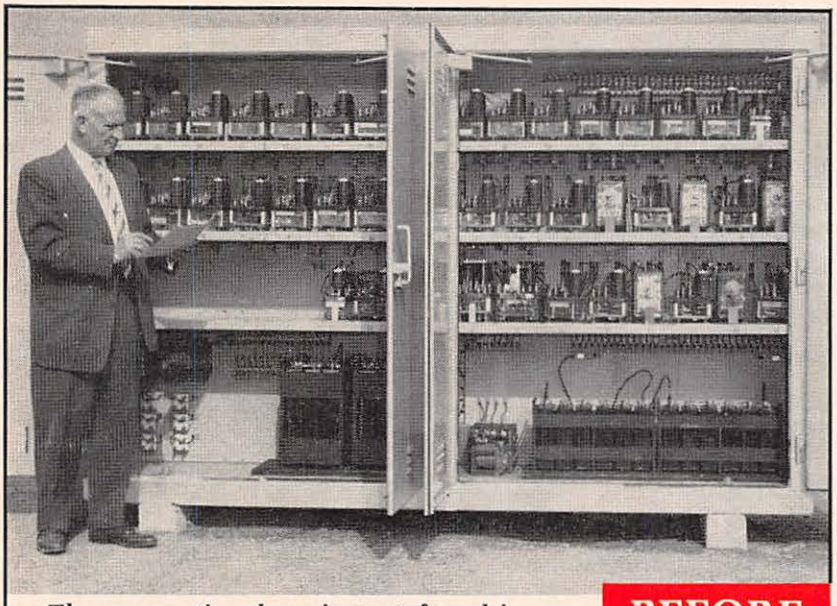
Back in the days
when roadways were drained poorly if at all, street gutters could get rather messy. Wheels and hooves sloshing through presented a major hazard to feminine silks and satins... so the gentleman walked on the curb-side of the pavement to avert disaster to his lady's finery as best he could. Gentlemen walk on the outside to this day, though the need for this kind of protection has lessened, at least a little.

Customary...for reasons of protection

A custom among knowing cable buyers—now almost a reflex, like walking on the outside—is specifying Kerite for protection that *endures*. Many, many miles of Kerite cable installed 40, 50, even more years ago, are still in service today and functioning perfectly. Many more miles installed since reflect design improvements, the most advanced techniques of manufacture and long term testing, to keep time-proved Kerite cable the most thoroughly up-to-date. Some customs may persist beyond the reasons for them. But the reason for buying Kerite is more valid today than ever: long-term economy through cables that last and last.
The Kerite Company—30 Church Street, New York 7, New York.

Kerite
the cable that lasts... and lasts... and lasts

A visual demonstration of savings with Marquardt's Grade Crossing Predictor*



The conventional equipment found in one customer's grade crossing protection circuits.

BEFORE

Installing two GCPs at the same grade crossing eliminated more than forty-nine items.

AFTER

More than 100 GCP* systems are now in operation actuating signal crossing devices for railroads throughout the country. Shown here is a typical existing high traffic crossing in which two GCP electronic systems have retired more than 49 separate pieces of conventional equipment. The GCP provides the railway industry with operating savings through lower installation costs and lower maintenance activity. For specific information concerning what the GCP can do for you call your nearest Marquardt Railway electronics specialist or write to the address shown below.

WHAT IS THE GCP?

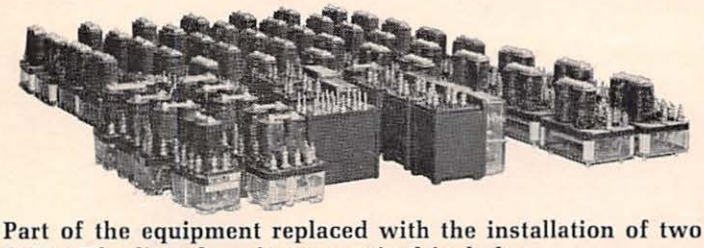
Marquardt's Grade Crossing Predictor is a solid state analog controller that operates crossing warning devices at a predetermined time prior to the arrival of the train with any constant train speed. It is designed for use at grade crossings used often by slow and fast trains and where there are switching operations.

Should a train halt before reaching the crossing, GCP stops the crossing signals and allows traffic to proceed until the train's movement indicates it intends to pass through the crossing.

OTHER GCP FEATURES

GCP requires no timing circuits and only two insulated joints • For use with either internal miniature relays or existing conventional relays • Operates over all environmental ranges—fully transistorized • An automatic fail-safe system is built into controller • GCP continuously monitors its own performance every five seconds.

For details on the Grade Crossing Predictor or Marquardt's railway electronics program call or write:



Part of the equipment replaced with the installation of two GCPs. The list of equipment retired includes:

- 10 single impulse track circuits
- 2 selective speed circuits, 55 mph
- 2 selective speed circuits, 35 mph
- 24 insulated joints (not shown)
- 11 track batteries plus power repeater relay batteries (not shown)

POMONA DIVISION

THE Marquardt CORPORATION

Industrial Products Department
2352 Metropolitan Place, Pomona, California

SALES OFFICES:
7 Bardwell Lane, Huntington, New York
Telephone: 516-271-2993

310 So. Michigan Blvd., Chicago, Illinois
Telephone: 312-922-1334

GRAND LODGE DIRECTORY

Jesse Clark, President
2247 Lawrence Ave.
Chicago 25, Ill. 60625

C. J. Chamberlain, Sec'y-Treasurer
2247 Lawrence Ave.
Chicago, Ill. 60625

Vice Presidents

C. S. Chandler
3180 Hargrove Lane
Florissant, Missouri 63033

P. T. Drummond
2247 Lawrence Ave.
Chicago, Ill. 60625

Carl K. Fields
400 First Street, N.W.
Washington, D.C., 20001

T. H. Gregg
Mail Address: Box 528
Bristol, Tenn.
Telegraph Address:
Abingdon Highway
Bristol, Virginia

Gerald Orndorff
220 South State St.
Chicago, Ill. 60604

B. H. Steuerwald
Interstate Trust Building
1130 16th & Lawrence Streets
Denver, Colorado 80202

Grand Lodge Representatives

W. W. Altus
220 South State St.
Chicago, Ill. 60604

W. D. Best
2247 Lawrence Ave.
Chicago, Ill. 60625

M. B. Frye
2247 Lawrence Ave.
Chicago, Ill. 60625

W. B. O'Connell
400 First Street, N.W.
Washington, D.C., 20001

H. A. Stockdale
Apt. 3, 3895 Maplewood Ave.
Montreal 26, Que., Canada

Board of Trustees

Wm. H. Lewis, Chairman
513 E. Third St.
St. John, Kans.

C. R. Scott, Secretary
15 Eleanor Gardens
Belleville, Ont., Canada

W. D. Wilson
8 Andrew Place
Fair Lawn, New Jersey

Affiliated
with AFL-CIO
and Canadian
Labor Congress

THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

E. L. Abbott, Editor and Manager
2247 Lawrence Ave., Chicago, Ill. 60625

JANUARY, 1964

Vol. 45, No. 2

IN THIS ISSUE

Progress Report, Signalmen's Wage Move 33

Services of NMB Invoked in May 31, 1963 Dispute 38

F.E.C. Strike Into Second Year 40

Cover Story

C.N.R. Construction Project includes New Access Line 42

COPE Report 45

News From Canada 46

Your Washington Reporter 47
By Albert H. Jenkins

Rail News in Brief 48

Benefits Under RRA and SSA 49

How To Buy 51
By Sidney Margolius

Local Lodge News 52

Obituary 56

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill., 60625 on Form 3579.
ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill., 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

The Signalman's Journal is published monthly at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Entered as second class matter Oct. 13, 1939, at the post office at Mount Morris, Ill., under the Act of Aug. 24, 1912. Re-entered at Waterloo, Wis., Oct. 8, 1955. Accepted for mailing at the special rate of postage as provided in Paragraph 4, Section 34.40, Act of Feb. 28, 1925. Subscription $2.00 per year. Single copy 25 cents.

TEXT NO. 3

Now Available

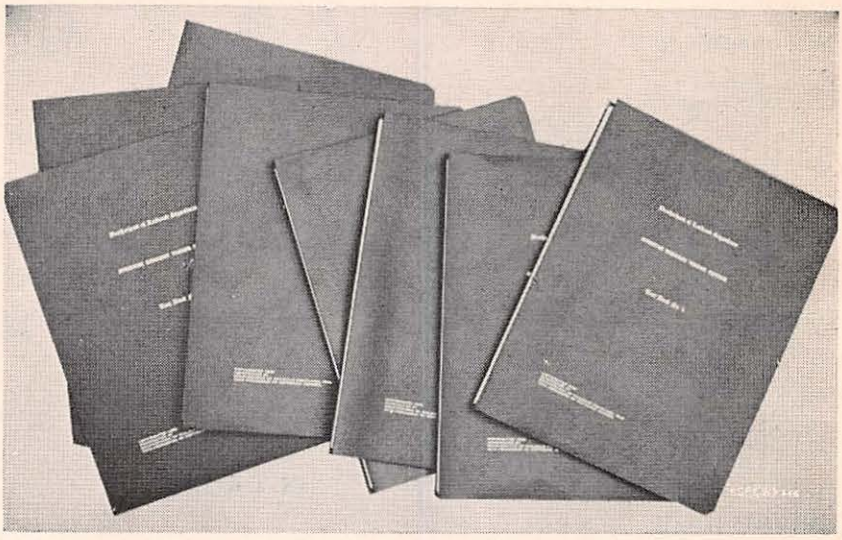
NOTICE

Apprentice Training Program Text Books as shown in the photo at the right are equipped with a heavy brown paper cover imprinted with the name of the Text in silver.

Our initial supply of each text is prepared with these covers. However, due to the unexpected demand for the text books, it was necessary to have an additional amount printed.

Reprints of the texts will be furnished in pamphlet form with a white paper cover as covers like those on the original text books are no longer available.

The material in the reprints of the text books is identical to the original copies.



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

▶ Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

▶ Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

▶ Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

▶ Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

▶ Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

▶ Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

▶ Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

▶ Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. C. J. Chamberlain, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

.....
(Date)

Please send me.....copy(s) of the B of R S Apprentice Signalman Training Program Text: No. 1 ☐ @ $1.75 each
No. 2 ☐ @ $1.75 each
No. 3 ☐ @ $1.75 each

I am enclosing check/money order in the amount of $..... to cover cost of publication and mailing.

.....
(Name) (Local No.)

.....
(Address)

.....
(City) (State) (Zip Code)

Please make checks or money orders payable to:
C. J. Chamberlain, Secretary-Treasurer, BofRS

Brotherhood Presents Case Before Presidential Emergency Board

HEARINGS ON OUR BROTHerhood's request for a 25 percent wage increase for all signal employes in the United States represented by our Organization, began January 16 at Washington, D. C. before Presidential Emergency Board No. 159.

Members of the Board hearing the case were appointed by President Johnson on January 3. James C. Hill of New York City, professional arbitrator, is chairman of the three man Board. Other members are Joseph Shister, head of the New York State University's Department of Industrial Relations, and Michael B. Deane, an economist and lawyer who has served with various government agencies.

Board Requests More Ttime

As the hearings opened, the Board indicated that in view of the subjects to be covered, the February 3 deadline for submitting their report to the President would not allow sufficient time for an evaluation of the facts. All parties agreed to an extension and a tentative date of March 3 was selected.

Lester P. Schoene, attorney for our Brotherhood, pointed out in his opening statement to the Board, that the "relatively small handful of employes" represented by our Brotherhood "makes modern railroading possible."

"Our evidence will reveal a dramatic story," Schoene pointed out. "We will necessarily be required to place before you what has happened to railroading and signaling and the contribution these employes have made to modern railroading in the past four decades."

The existence of total economy in the industry and the phenomenal increase in the productivity of employes, as well as dieselization, were discussed as factors to be considered in the case.

Schoene pointed out that the increased utilization of equipment and the use of longer, faster, and heavier trains would "have been wasted had there not also been concurrently this radical revolution in the functioning of signaling and in the devices used in signaling. Therefore the contribution to the total production of the industry hinges upon the people who install, maintain and repair the very complicated signaling devices on which this whole operation is dependent."

In discussing the cost to the carriers of making the full adjustment requested for our members, Mr. Schoene pointed out that the carriers have in the past attempted to "convince the tribunal that the railroad industry is poverty stricken, unable to afford any wage increases, or anything that adds to labor cost. If there ever was a case in which that sort of plea is irrelevant, this is it," Schoene added. "This industry can well afford to do justice by way of compensation to this small but most significant group."

President Jesse Clark was called upon to present the events leading up to the initiation of the movement and the history of the dispute in direct handling with the Carriers and the National Mediation Board. This history has been reported to our members in previous issues of the *Journal.*

Additional testimony presented by President Clark is reproduced in part at the conclusion of this article and briefly reviews developments in railroad signaling which have created the present inequity in the wages of signal employes.

Hearings continued from Thursday, January 16, to Friday, January 24, as the Brotherhood presented evidence in support of our demands. Witnesses testifying for the organization were Vice President C. K. Fields; Secretary-Treasurer C. J. Chamberlain; E. L. Abbott, editor and manager of *The Signalman's Journal;* E. L. Oliver and W. M. Homer, economic advisors. Vice President P. T. Drummond was present as a member of the Brotherhood's Committee and assisted in the proceedings.

Brother Fields, basing his testimony on his first-hand experience as a signalman, explained the evolution of signaling from the manual block to the automatic block signal system. Using statistics tabulated from Interstate Commerce Commission reports, Fields emphasized the revolution in signal systems and also the remarkable strides made by the carriers in installing automatic block signals; train stop, train control, and cab signal devices; and Centralized Traffic Control. He also made comparisons between the number of

Those who presented our Brotherhood's case before the Presidential Emergency Board in support of demands for a 25 percent increase in wages for signal employes in the United States are shown in this photo. They are, left to right, seated: Secretary-Treasurer C. J. Chamberlain, President Jesse Clark, and Vice President P. T. Drummond. Standing: E. L. Abbott, editor and manager of The Signalman's Journal; and Vice President C. K. Fields.

Members of Presidential Emergency Board 159 are shown in this photo. They are, left to right, Joseph Shister, James C. Hill, and Michael Deane.

miles of each of the systems in service in 1921 and the present date.

An exhibit prepared by Brother Fields contained information about the Conway Classiffication Yard on the Pennsylvania Railroad and was introduced to emphasize the demands made on signalmen, assistants, and helpers in coping with the problems arising from the installation and maintenance of technologically advanced signal equipment.

Statistical data containing occupational classification and the job description for signal department employes was included in an exhibit presented by Mr. Homer. This exhibit also included the trend in employment, hours of service, straight time and total compensation comparisons, and a wage history of the hourly rates for signalmen from 1936 to the present day.

Material selected from testimony presented by the carriers before the Presidential Railroad Commission served as a basis for Brother Abbott's testimony. This material was assembled into two exhibits. An additional exhibit consisting of photos of various typical installations of signal equipment was used by Abbott as he emphasized the impact advancing technology has had on signalmen.

In commenting on the development of signaling devices and systems since the turn of the century, as contained in his exhibit, Abbott discussed his personal experiences in connection with C.T.C., Interlockings, and electronically controlled classiffication yards.

The responsibility placed upon the signalman was emphasized as it was explained that even though dispatchers and operators are, at the present time, required to make decisions regarding train operations, they only initiate the action on a C.T.C. console which places demands on signal devices in the system. The signalman is charged with the proper operation of the system and the actual response to the demands of the dispatcher.

New developments which can be used in conjunction with existing Automatic Block and C.T.C. systems were pointed out as it was explained that future signal systems could be designed to operate automatically or in conjunction with computers to arrange "meets" and "passes" as built-in logic or the computer would make the decisions and solve the problems much like a dispatcher does now.

The fully automated train as it was discussed before the P.R.C. also emphasizes the future responsibility of signalmen. It was pointed out that automatic equipment working in conjunction with wayside apparatus to sense, compare, correct, and execute command information as picked up from the rails would apparently be in complete control of train operations in such an installation.

It was pointed out that other devices contributing to greater safety and efficiency of railroad operations, such as, detector fences, dragging equipment detectors, hotbox detectors, and highway crossing protection have been installed by signalmen and added to maintenance territories. Where these devices are added, the signalmen receive no additional compensation for caring for them, yet they are expected to learn all about the equipment and if necessary, educate themselves at their own expense.

President Jesse Clark, left, is shown as he conferred with economic advisor W. M. Homer, center, and attorney Lester P. Schoene.

The 40 hour week as generally enjoyed by workers in industry was discussed by Brother Chamberlain as he pointed out that signal employes assigned to maintenance must, on most carriers, hold themselves available for duty outside of regular working hours. He emphasized that those assigned in this manner receive no compensation for this service unless called. The carriers receive protection for their signal systems 24 hours a day at very little additional expense and the signalmen involved do not actually enjoy the full benefits of a 40 hour week.

Chamberlain also explained to the Board that many carriers have greatly reduced their signal force. He cited a claim now being progressed by our Brotherhood wherein the carrier stated that "at the time of the instant claim 19 employes were assigned and covered the territory formerly protected by 24 men."

I.C.C. statistics were introduced by Chamberlain which indicated that in December 1961 there were 628 less signal employes working on the nation's carriers than there were in January 1959. His testimony indicated that during this period, the carriers had installed 7,806.7 miles of C.T.C. and block signals, in addition to 120 retarders, 3,235 sets of highway crossing flashers, 1,194 sets of crossing gates and flashers, 377 hot-box detectors, 95,552 feet of slide detector fence, and other devices maintained by our members.

Vice President C. K. Fields is shown as he appeared as a witness before the Board.

Camp cars furnished for signalmen living away from home are generally dilapidated, Chamberlain added. "In addition to giving up a part of their home life to live in these cars, signalmen also pay for their own meals and, because of the carriers' reduction in passenger train service, must frequently furnish their own transportation to and from the worksite."

Oliver and Homer presented statistics showing the gains in productivity in recent years. One exhibit explained by Oliver indicated that signalmen could justify a 100 percent wage boost on the basis of a generally accepted Administration "guidepost" that wage boosts equal the trend of overall productivity increases.

The positive testimony presented by our Brotherhood in support of the demands was concluded January 24. On January 26 the carriers began their rebuttal as witnesses, including J. E. "Doc" Wolfe, chairman of the Carriers' National Conference Committee, presented testimony and voluminous exhibits listing past wage and rules movements where we joined with other "Non-Op" organizations in "across the board cents per hour" settlements of the wage issues.

The carriers' attorney estimated that it would take approximately a week for them to complete their testimony on the wage issue and an additional week would be required to present positive testimony regarding their counter proposal.

It was estimated that approximately a week will be required to present our Brotherhood's views on the counter proposal. This, however, will depend entirely upon the carriers' presentation to the Board, our attorney pointed out.

As previously stated, the tentative deadline for the submission of the Board's report to the President is March 3. However, President Clark recently announced that it is "entirely possible that we will encounter a few more days delay before the Board can actually complete its work and make its report."

Excerpts from President Clark's Testimony

For over thirty years, the wages and working conditions of railway signalmen have been determined in joint negotiations in which other railway organizations participated. In some instances, virtually all organizations were involved; in all disputes, the eleven organizations representing the non-operating railway employes participated. All major Class I Railways in the nation were involved. This system of handling originated in 1932 when the railways sought and obtained a wage deduction affecting all classes of railway employes. This carrier request, the subsequent extension of the wage deductions, and the ultimate elimination of the deduction in mid 1935 were negotiated in conferences covering all organized railway employes and all railways.

This established the procedures through which all later changes in the wages and working conditions of railway signalmen were consummated. Wage increase requests—designed to conform to the general needs of all employes—were for flat, uniform, cents-per-hour changes, except in 1948 when the request was to reduce the work week from 48 to 40 hours with maintenance of take-home pay, a proposal that automatically required application of a percentage increase in hourly rates.

The joint bargaining procedure, overall, was a desirable and necessary method to keep railway workers in pace with rapidly rising living costs and to make improvements in their living standards and working conditions during the late 1930's, and the inflationary war-time and post-war periods. It will be recalled that during the war and immediate post-war era, the government had strict wage controls which seriously limited the degree to which workers could make any progress in their real wages. The World War II controls were dropped in mid 1946, but similar controls were re-instituted in the Korean War period. In the brief period, 1946 to 1949, non-operating railway employes handled one wage increase request—through arbitration, and established the 40-hour week. Throughout the subsequent Korean period, the wage levels of signalmen and all other railway employes were controlled by a long-term agreement which provided for an initial cents-per-hour wage increase, a small so-called "improvement factor" and a cost-of-living escalator. Throughout this whole period from 1937 until 1953, joint wage movements involving all of the non-operating organizations were the most practical method available to signalmen for the settlement of their wage problems—under the circumstances prevailing.

In the early 1950's, the organizations also became involved in other movements which were best handled in joint negotiations—including first the union shop movement, the vacation and holiday programs, and the negotiation, improvement and financial integrity of a health and welfare program. In most years, these problems were handled concurrently with wage questions, and it was hardly possible to process wage requests other than in joint movements. Thus, for over thirty years, our signalmen's wages have been determined without specific reference to our own special problems. The result has been to restrict the amount of

wage progress signalmen have gained over the years, and to cause their rates to lag far behind the gains of other skilled American workers. This wage lag has hurt signalmen and their families, and has become deeply resented by our members. In recent years, the members have been urging me and my fellow officers of the Brotherhood of Railroad Signalmen to do something about it. At all of our recent conventions, the matter has been among the dominant issues discussed by the delegates. In our latest convention, a number of resolutions were proposed demanding immediate action by the Brotherhood. Finally, in this latest convention—in August, 1961—a motion was adopted specifically directing the Brotherhood to undertake the program which has been placed before this Board. That action of the Convention directed us to start a wage movement on all railways of the United States requesting a 25% increase for all employes represented by the Brotherhood; this action to be initiated at the earliest possible date after conclusion of the 1961-62 wage movement. That earliest date was February 1, 1963, and the Brotherhood served its notice pursuant to that directive.

The problem of signalmen is more critical than those of most other skilled American workers since there have been major changes in our jobs over the years; changes which have altered the relationship of our skills to the skills of other American workers, including other railroad workers. I would like to discuss this change in job content at some length.

Railway signalmen build, maintain and repair the signal systems by which train movements are controlled and protected on the line of road, in terminals, yards, and facilities, and at rail-highway crossings. In order that the Board may understand the nature of our work and our responsibilities, I believe it would be helpful if I supplied some background information on the relationship of signaling to train operations—historically, and currently.

Train operations on the road—that is between terminals—are subject to two methods of control—one regulating the time of train movements—the other controlling the space between trains in operations. Forty and fifty years ago, the primary method of operating control was the time table, supplemented by train orders. Operations for trains were set forth in a time table which had to be followed exactly except as modified by the dispatcher through orders transmitted to the train crew through telegraph and telephone messages received and delivered by telegraphers. In 1920, the Interstate Commerce Commission reported that there were 246,018 miles of road under the control of telegraph and telephone systems.

A block signal system had been superimposed on a part of that system—primarily on lines where traffic was heaviest. There were 63,915.4 miles under manual block control, and 37,968.8 miles under so-called automatic block control. The block signal system was maintained by members of our Brotherhood. Basically, the block signal system imposed a space interval between trains moving in the same direction and also worked as a safeguard in the control of opposing train movements. In manual block, the signals were operated by telegraphers. Each telegrapher maintained continuous communications with operators adjacent to him on the line of road. As trains proceeded over the line, the telegraphers would clear the signals as they received word from their fellow operators that the block ahead was clear. When a block was occupied by another train, the signal would be set by the telegrapher at a stop position, and the train would be held until the telegrapher received information from the other operator that the block was clear.

The signals were mainly of mechanical construction—showing a semaphore, or a disk which could be set manually in two or three different positions. At night, most signals were simply oil lanterns, and it was a primary job of the signal maintainers to clean and refill the lanters on his section each day and make any necessary repairs.

Automatic block signals accomplished the same purpose as manual block signals, but they were actuated by an electrical circuit in the track which caused each train to set and clear the signals as they moved over the road. In 1920, even the automatic block signals were comparatively simple. Most of them were semaphores, operated by a small electric motor. Only a few at that time were electrically lighted.

The basic relationship between the wages of signalmen and of other railroad workers was established in the period of Federal control and immediately thereafter by the Decisions of the United States Railroad Labor Board. The signalman's relative status as of 1920, of course, was based on his work installing and maintaining comparatively simple mechanical signals, which were operated manually at most points. His wage relationship to other workers has not changed significantly since that time. In fact, between 1920 and 1936, the net change in his hourly rate was downward—from 85 cents to 78 cents. The wages of many other railroad workers were not reduced in that period. And, as I have discussed already, the signalman's progress since 1936 has been limited to very little more than what was needed to keep pace with rising prices.

But the signalmen's job has changed tremendously. The railroads have extended their block signal systems; they have replaced manual block with automatic block; many new safeguards have been adopted in the control of trains—automatic train stops, automatic train control, and, most important in road service, Centralized Traffic Control—a system by which the dispatchers control train operations completely at gigantic consoles operating both signals and switches over hundreds of miles of road.

I have been discussing road service where some of the most dramatic changes in railroad operational control have been made; however, some equally amazing developments have been made in yard service which have also added to the importance and to the responsibilities of signalmen, and to the skills required of them. Forty years ago, most yard work—that is, the making up and breaking up of trains—was performed in small flat yards. Switch engines would move small cuts of cars around these yards using only hand signals by the ground crew members; switches were manually operated by switchmen on the ground. Cars were stopped by hand brakes operated by switchmen who hopped on and off the individual cars as they came to their planned positions in the switching tracks. There were some larger yards, commonly referred to as hump yards, where the engine shoved the cars over an elevation, and the cars moved by gravity to their positions on any number of switching tracks; signals, however, were still largely by hand or lanterns; switches were set manually, just as in flat yards; and riders stopped the cars with the hand brakes.

Compare this picture with the modern classification yard. Today, there are many great yards in the country where switching has become semi-automatic and even fully automatic. When cars are humped, they roll by gravity past detection or scanning devices, over speed measuring radar equipment, delicate weight detectors, and timing devices. They proceed through retarders where their speed is controlled by computers using data furnished by the field devices. The switching area is remotely controlled and in many yards only one button is pushed to align several switches in the complex system routing a car into a designated track where it will couple with other cars at a safe speed to avoid damage to lading. This alone saves the railroad many millions of dollars in damage each year. In some such yards, the only work left for manual performance by switchmen is to pull the pins uncoupling cars. Everything else is done by the operator in the control tower, and even much of his work has been automated.

Signalmen today maintain both the complex signal systems which control road operations and the system controlling these new yards.

Another major area where our job has changed is in maintenance of systems controlling railroad traffic in highly congested areas and terminals. At one time, when trains moved through big terminals, such as the Kansas City Terminal, for example, it was necessary for dozens of switchmen to move around the complex maze of tracks and set by hand the switches that would allow trains to move into, through and out of the area without disturbing or obstructing other traffic. This purely manual handling was replaced in the larger areas by interlocking plants which enabled operators in towers at certain points to set the switches and related signals by long mechanical levers or by electro-pneumatic controls. Signalmen were maintaining such systems thirty and forty years ago. Since that time, these comparatively simple

mechanical systems have been largely replaced by electrically powered control systems. As in Centralized Traffic Control, and as in the new classification yards, such developments added new skills and responsibilities to the signalmen's work.

I intend to discuss in greater detail, some of the signaling developments I have mentioned. My purpose at this point has been to make clear the relationship of these developments of the last four decades to the job we do and to the pay we get—which, as I have stated, was based on a far simpler job in an era when signaling was far less important than it is today.

I must make this clear. A part of the increase we have requested is needed to compensate for this change in job content. We have received no real recognition of these circumstances. Our relative wage position is unchanged from what it was when we were oiling switch lamps.

The railroad industry's investment in improved signaling is generally recognized as one of the greatest single developments contributing to improved efficiency and productivity. The very purpose of railway signaling is to provide for the safe movement of trains and the expediting of railroad traffic. The increased use of the various types of signaling devices has enabled the industry to compete for its fair share of the freight and passengers to be transported in our ever expanding economy. It is a well known fact that the productivity of the railroad workers has expanded more than that of workers in most other industries. In a very large measure this has been brought about by the extended use of railroad signaling. By the use of modern signaling more freight is being transported and more passengers hauled at lower costs than at any time in history.

I have spoken of the automatic freight classification yard where switches, signals, and other devices operate without a directing human hand, to control the movements of freight cars.

These retarder yards allow a railroad to switch a whole train with only one man touching the cars. He is the man who uncouples them. These automatic freight classification yards also make it possible for the railroads to move traffic through busy terminal areas much faster than by the conventional flat switching method. A later witness will cite specific examples of such installations.

I have also mentioned the interlocking plant. These systems are comprised of a combination of switches, locks, signals, and associated apparatus so interconnected that their movements must succeed each other in proper sequence in a pre-determined manner. The industry has used interlockings for many years, but technological changes have vastly improved their performance and efficiency—while adding substantially to their complexity.

Interlockings are of various types, mechanical, electro-pneumatic, pneumatic, and electric. They are designed to expedite safely movements of trains, especially in congested terminal areas, or where railroads cross at grade. There are several thousands of these interlocking plants in operation on the nation's railroads.

One of the greatest boosts to the railroad's competitive position in the last few years was the introduction of Centralized Traffic Control systems, commonly referred to in the industry as C.T.C. These systems allow a carrier to operate hundreds of miles of railroad from a central point and at the same time expedite traffic. This often results in the carrier not having to install additional trackage to move heavier volumes of freight. This is true because C.T.C. makes it possible to increase the capacity of single track lines by about 80 percent. In many instances where railroads maintained double track lines, they were able to remove one line as a result of installing C.T.C. This is beyond question a big saving to the railroads.

In addition to the above advantages afforded by C.T.C., it permits a carrier to cut costly delays to its shipments. One western railroad estimates that C.T.C. saves as much as two hours to heavy freights on one hilly section of track in New Mexico. This time saving is possible because the operator knows at all times the exact location of all trains on his district and can advance the schedule even though one of the trains is stalled. Heretofore, when a train stalled, the dispatcher had to hold all other trains in the area because he didn't know the exact location of the stalled train, but since C.T.C. has been installed all he has to do is glance at a diagram of the railroad in front of him and each train's location is immediately known.

Signalmen also maintain the devices providing highway-railroad crossing protection. This phase of our work affects every man, woman, and child, even though they may never ride on a train. I am sure that you are familiar with the bell, the gates, and flashing lights that are actuated when a train approaches the point where a highway crosses a rail line.

By installing highway crossing protective devices the railroads have been able to eliminate thousands of crossing watchmen or other employes with a savings in labor cost adequate in a short time to pay for the installation and maintenance of these facilities. However, in fairness it can be pointed out that much of the cost of installation of the highway grade crossing protective devices has been borne by the State and Federal governments. Certainly we are not finding fault with this, as these facilities are of direct benefit to the public.

If it were not for the crossing signals that do presently exist, the casualties suffered in rail-highway grade crossing accidents would be many times the present figures. It is obvious that these safety devices installed and maintained by railroad signalmen save many lives from being lost each year and, in addition, save the carriers many millions of dollars in damage suits.

On many railroads, signalmen install and maintain complicated communication networks. These systems, too, are becoming more technical. Today, we find line wires and cables replaced with microwave. New electronic devices are introduced to these systems daily, and the signalmen must keep up-to-date on these innovations in order to perform their jobs efficiently.

In most instances the signalmen are required to keep up with these changes on their own time and at their own expense.

Another part of our work is performed in signal repair shops. In these shops all types of signal equipment are repaired and rebuilt at considerable savings to the carriers as such repaired and rebuilt equipment which otherwise would have been scrapped has been kept in service for many years. It can readily be realized that to perform such work a man must be well trained. For example, many pieces of equipment repaired in these shops must meet exacting specifications in order to perform as required. Many of the mechanical adjustments of this equipment must be made to function within a thousandth of an inch.

Although all the signal devices that I have referred to previously in this statement are complicated and require an ultimate degree of skill to install and maintain, we now find that much of this equipment may within a few years be developed to the point where today's signal systems will be as outdated as the steam locomotive. For example, nuclear power has recently been tested by at least one carrier as a means of lighting switch lamps. It is estimated by reliable sources that these nuclear-powered lamps may stay illuminated for more than ten years. This is a far cry from the day when switch lamps had to be manually filled with oil daily. Of course, to install and maintain these atomic-powered lamps, a signalman must be trained to handle these devices safely; otherwise the rail worker and other persons would be subjected to deadly radiation.

It takes a great deal of skill to install and maintain the modern signal devices that I have referred to here today. This degree of skill will have to be increased to cope with the new devices that will in the future make today's signal systems obsolete.

In addition to possessing this skill as a requirement to performing his duty, the signalmen of today still face many of the problems that have always affected their jobs. A signalman is required to operate track motor cars—one of the most dangerous tasks required of any worker. These motor cars are designed so that they do not actuate the signal system. This means that the signalmen must occupy the main line on a track motor car without signal protection. Also, the signalman must face all kinds of weather. He is quite often called out at night in adverse weather conditions to correct signal failures. On many railroads, signalmen must keep them-

Florida Suffers as F.E.C. Strike Continues Into Second Year

EDWARD BALL, WEALTHY financier and board chairman of the strike-bound Florida East Coast Railway, rejected the two key recommendations of Presidential Emergency Board No. 157 and once again spiked efforts to settle the long standing dispute.

The Board, after extensive hearings, had recommended that the F.E.C. strikers should get the national "pattern" pay increase, and should, according to their seniority, replace "scabs" employed by the F.E.C.

Federal mediator Frank K. Switzer held separate meetings with the two sides in an effort to get new negotiations started and a definite date for joint meetings was set. Ball insisted that a complete record of the sessions be taken down by a reporter, however following a long established rule of the National Mediation Board that such meetings be kept confidential, no reporter was present for the joint session in the Federal building at Jacksonville, and the F.E.C. management refused to attend.

It has been reported that three other significant developments have recently occurred:

• Ball revealed he has held informal talks with D. W. Brosnan, president of the Southern Railway, about the Southern possibly buying the F.E.C. Ball denied, however, that any "serious" negotiations have taken place.

• The city of Miami on January 15 formally petitioned the Florida Public Utilities Commission for an order directing and compelling the F.E.C. to fulfill a state law which requires the railroad to operate at least one passenger train and one freight train daily each way between Miami and Jacksonville.

• Mayor Robert King High of Miami wired President Johnson on January 17 pleading for more Federal action to end the F.E.C. strike.

As the strike continued into its second year, G. E. Leighty, chairman of the national negotiating committee of the non-operating rail unions, commented that the striking employes and the loyal members of the operating Brotherhoods who have honored the picket lines "deserve the thanks, the thoughts and the fraternal aid of every railroader in America." Leighty pointed out that the employes are striking to gain and preserve the conditions enjoyed by all other railroaders.

"This strike is also vitally important to other railroaders," Leighty emphasized. "If one railroad can whip down its employes and turn them into second-class citizens, others will be tempted to try the same."

Mayor Robert King High who earlier wired President Johnson for federal action to end the strike, recently pointed out that the strike has cost the Miami area alone over a billion dollars. He said this estimate was a "conservative combination" of the actual economic damage in the walkout's first year.

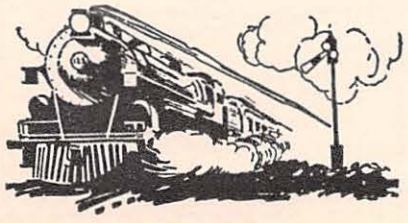
The Miami mayor rapped Florida's governor and two U.S. senators for having "stood mute too long on this vital and long past due matter" of getting the strike settled.

High, speaking on January 24, recalled the petition filed with the Florida P.U.C. to order the F.E.C. to resume freight and passenger service. "If this appeal fails," High said, "we will seek a court injunction to appoint a receiver who will make the F.E.C. keep its word."

Many Florida newspapers carried news stories marking the strike's first anniversary. Here are some highlights from these news stories as reported in LABOR:

• F. T. MacFeeley, chief of the Associated Press bureau at Jacksonville, reported he asked Federal mediator Frank Switzer what can be done next toward a settlement. MacFeely reported Switzer's reply as follows:

"He still hopes to use persuasion. If persuasion won't do it, he said the only people who could bring pressure to force a settlement are those affected directly—shippers, officials of cities along the Miami-Jacksonville line, and the people of Florida."



Newsman MacFeeley himself concluded: "Unless attitudes change drastically, it may be the only path to labor peace on the F.E.C. would be through sale of the line."

• Reporter Norman Wolfe, who covers the Cape Kennedy area for the Orlando Sentinel, suggested in his story: "A possible tieup of Cape Kennedy appears to be the strikers' one hole card."

Wolfe recalled the two days of F.E.C. picketing in that area last September, and the prospective completion of a new F.E.C. spur into the Cape area. "If the government permits the F.E.C. to operate on the spur," Wolfe said, "it would mean non-union labor on the trains.

"The AFL-CIO," Wolfe reported, "has issued thinly veiled threats about picket lines at all Cape entrances, a move which could idle 12,000 building trades and industrial union members working at the spaceport. This would almost certainly bring immediate Federal intervention."

Citing a national AFL-CIO resolution in support of the F.E.C. strikers, Wolfe also reported that "indications are strong the Cape workers sympathize with the striking railroaders and would honor any picket lines." (This matter is believed to be under discussion now in Washington.)

• A United Press International story, datelined St. Augustine and presumably written by the UPI's Jacksonville bureau chief, Randolph Pendleton, reported: "The effects of the strike have been far-reaching.

"The Federal government charged the strike was cramping the nation's space projects at Cape Kennedy. The government also claimed the strike would endanger national security in the event of another need for a fast military buildup in South Florida similar to one during the October Cuban crisis in 1962.

"The loss of revenue and wages and property damage from train derailings and track and equip-

The 40 hour week as generally enjoyed by workers in industry was discussed by Brother Chamberlain as he pointed out that signal employes assigned to maintenance must, on most carriers, hold themselves available for duty outside of regular working hours. He emphasized that those assigned in this manner receive no compensation for this service unless called. The carriers receive protection for their signal systems 24 hours a day at very little additional expense and the signalmen involved do not actually enjoy the full benefits of a 40 hour week.

Chamberlain also explained to the Board that many carriers have greatly reduced their signal force. He cited a claim now being progressed by our Brotherhood wherein the carrier stated that "at the time of the instant claim 19 employes were assigned and covered the territory formerly protected by 24 men."

I.C.C. statistics were introduced by Chamberlain which indicated that in December 1961 there were 628 less signal employes working on the nation's carriers than there were in January 1959. His testimony indicated that during this period, the carriers had installed 7,806.7 miles of C.T.C. and block signals, in addition to 120 retarders, 3,235 sets of highway crossing flashers, 1,194 sets of crossing gates and flashers, 377 hot-box detectors, 95,552 feet of slide detector fence, and other devices maintained by our members.

Vice President C. K. Fields is shown as he appeared as a witness before the Board.

Camp cars furnished for signalmen living away from home are generally dilapidated, Chamberlain added. "In addition to giving up a part of their home life to live in these cars, signalmen also pay for their own meals and, because of the carriers' reduction in passenger train service, must frequently furnish their own transportation to and from the worksite."

Oliver and Homer presented statistics showing the gains in productivity in recent years. One exhibit explained by Oliver indicated that signalmen could justify a 100 percent wage boost on the basis of a generally accepted Administration "guidepost" that wage boosts equal the trend of overall productivity increases.

The positive testimony presented by our Brotherhood in support of the demands was concluded January 24. On January 26 the carriers began their rebuttal as witnesses, including J. E. "Doc" Wolfe, chairman of the Carriers' National Conference Committee, presented testimony and voluminous exhibits listing past wage and rules movements where we joined with other "Non-Op" organizations in "across the board cents per hour" settlements of the wage issues.

The carriers' attorney estimated that it would take approximately a week for them to complete their testimony on the wage issue and an additional week would be required to present positive testimony regarding their counter proposal.

It was estimated that approximately a week will be required to present our Brotherhood's views on the counter proposal. This, however, will depend entirely upon the carriers' presentation to the Board, our attorney pointed out.

As previously stated, the tentative deadline for the submission of the Board's report to the President is March 3. However, President Clark recently announced that it is "entirely possible that we will encounter a few more days delay before the Board can actually complete its work and make its report."

Excerpts from President Clark's Testimony

For over thirty years, the wages and working conditions of railway signalmen have been determined in joint negotiations in which other railway organizations participated. In some instances, virtually all organizations were involved; in all disputes, the eleven organizations representing the non-operating railway employes participated. All major Class I Railways in the nation were involved. This system of handling originated in 1932 when the railways sought and obtained a wage deduction affecting all classes of railway employes. This carrier request, the subsequent extension of the wage deductions, and the ultimate elimination of the deduction in mid 1935 were negotiated in conferences covering all organized railway employes and all railways.

This established the procedures through which all later changes in the wages and working conditions of railway signalmen were consummated. Wage increase requests—designed to conform to the general needs of all employes—were for flat, uniform, cents-per-hour changes, except in 1948 when the request was to reduce the work week from 48 to 40 hours with maintenance of take-home pay, a proposal that automatically required application of a percentage increase in hourly rates.

The joint bargaining procedure, overall, was a desirable and necessary method to keep railway workers in pace with rapidly rising living costs and to make improvements in their living standards and working conditions during the late 1930's, and the inflationary war-time and post-war periods. It will be recalled that during the war and immediate post-war era, the government had strict wage controls which seriously limited the degree to which workers could make any progress in their real wages. The World War II controls were dropped in mid 1946, but similar controls were re-instituted in the Korean War period. In the brief period, 1946 to 1949, non-operating railway employes handled one wage increase request—through arbitration, and established the 40-hour week. Throughout the subsequent Korean period, the wage levels of signalmen and all other railway employes were controlled by a long-term agreement which provided for an initial cents-per-hour wage increase, a small so-called "improvement factor" and a cost-of-living escalator. Throughout this whole period from 1937 until 1953, joint wage movements involving all of the non-operating organizations were the most practical method available to signalmen for the settlement of their wage problems—under the circumstances prevailing.

In the early 1950's, the organizations also became involved in other movements which were best handled in joint negotiations—including first the union shop movement, the vacation and holiday programs, and the negotiation, improvement and financial integrity of a health and welfare program. In most years, these problems were handled concurrently with wage questions, and it was hardly possible to process wage requests other than in joint movements. Thus, for over thirty years, our signalmen's wages have been determined without specific reference to our own special problems. The result has been to restrict the amount of

wage progress signalmen have gained over the years, and to cause their rates to lag far behind the gains of other skilled American workers. This wage lag has hurt signalmen and their families, and has become deeply resented by our members. In recent years, the members have been urging me and my fellow officers of the Brotherhood of Railroad Signalmen to do something about it. At all of our recent conventions, the matter has been among the dominant issues discussed by the delegates. In our latest convention, a number of resolutions were proposed demanding immediate action by the Brotherhood. Finally, in this latest convention—in August, 1961—a motion was adopted specifically directing the Brotherhood to undertake the program which has been placed before this Board. That action of the Convention directed us to start a wage movement on all railways of the United States requesting a 25% increase for all employes represented by the Brotherhood; this action to be initiated at the earliest possible date after conclusion of the 1961-62 wage movement. That earliest date was February 1, 1963, and the Brotherhood served its notice pursuant to that directive.

The problem of signalmen is more critical than those of most other skilled American workers since there have been major changes in our jobs over the years; changes which have altered the relationship of our skills to the skills of other American workers, including other railroad workers. I would like to discuss this change in job content at some length.

Railway signalmen build, maintain and repair the signal systems by which train movements are controlled and protected on the line of road, in terminals, yards, and facilities, and at rail-highway crossings. In order that the Board may understand the nature of our work and our responsibilities, I believe it would be helpful if I supplied some background information on the relationship of signaling to train operations—historically, and currently.

Train operations on the road—that is between terminals—are subject to two methods of control—one regulating the time of train movements—the other controlling the space between trains in operations. Forty and fifty years ago, the primary method of operating control was the time table, supplemented by train orders. Operations for trains were set forth in a time table which had to be followed exactly except as modified by the dispatcher through orders transmitted to the train crew through telegraph and telephone messages received and delivered by telegraphers. In 1920, the Interstate Commerce Commission reported that there were 246,018 miles of road under the control of telegraph and telephone systems.

A block signal system had been superimposed on a part of that system—primarily on lines where traffic was heaviest. There were 63,915.4 miles under manual block control, and 37,968.8 miles under so-called automatic block control. The block signal system was maintained by members of our Brotherhood. Basically, the block signal system imposed a space interval between trains moving in the same direction and also worked as a safeguard in the control of opposing train movements. In manual block, the signals were operated by telegraphers. Each telegrapher maintained continuous communications with operators adjacent to him on the line of road. As trains proceeded over the line, the telegraphers would clear the signals as they received word from their fellow operators that the block ahead was clear. When a block was occupied by another train, the signal would be set by the telegrapher at a stop position, and the train would be held until the telegrapher received information from the other operator that the block was clear.

The signals were mainly of mechanical construction—showing a semaphore, or a disk which could be set manually in two or three different positions. At night, most signals were simply oil lanterns, and it was a primary job of the signal maintainers to clean and refill the lanters on his section each day and make any necessary repairs.

Automatic block signals accomplished the same purpose as manual block signals, but they were actuated by an electrical circuit in the track which caused each train to set and clear the signals as they moved over the road. In 1920, even the automatic block signals were comparatively simple. Most of them were semaphores, operated by a small electric motor. Only a few at that time were electrically lighted.

The basic relationship between the wages of signalmen and of other railroad workers was established in the period of Federal control and immediately thereafter by the Decisions of the United States Railroad Labor Board. The signalman's relative status as of 1920, of course, was based on his work installing and maintaining comparatively simple mechanical signals, which were operated manually at most points. His wage relationship to other workers has not changed significantly since that time. In fact, between 1920 and 1936, the net change in his hourly rate was downward—from 85 cents to 78 cents. The wages of many other railroad workers were not reduced in that period. And, as I have discussed already, the signalman's progress since 1936 has been limited to very little more than what was needed to keep pace with rising prices.

But the signalmen's job has changed tremendously. The railroads have extended their block signal systems; they have replaced manual block with automatic block; many new safeguards have been adopted in the control of trains—automatic train stops, automatic train control, and, most important in road service, Centralized Traffic Control—a system by which the dispatchers control train operations completely at gigantic consoles operating both signals and switches over hundreds of miles of road.

I have been discussing road service where some of the most dramatic changes in railroad operational control have been made; however, some equally amazing developments have been made in yard service which have also added to the importance and to the responsibilities of signalmen, and to the skills required of them. Forty years ago, most yard work—that is, the making up and breaking up of trains—was performed in small flat yards. Switch engines would move small cuts of cars around these yards using only hand signals by the ground crew members; switches were manually operated by switchmen on the ground. Cars were stopped by hand brakes operated by switchmen who hopped on and off the individual cars as they came to their planned positions in the switching tracks. There were some larger yards, commonly referred to as hump yards, where the engine shoved the cars over an elevation, and the cars moved by gravity to their positions on any number of switching tracks; signals, however, were still largely by hand or lanterns; switches were set manually, just as in flat yards; and riders stopped the cars with the hand brakes.

Compare this picture with the modern classification yard. Today, there are many great yards in the country where switching has become semi-automatic and even fully automatic. When cars are humped, they roll by gravity past detection or scanning devices, over speed measuring radar equipment, delicate weight detectors, and timing devices. They proceed through retarders where their speed is controlled by computers using data furnished by the field devices. The switching area is remotely controlled and in many yards only one button is pushed to align several switches in the complex system routing a car into a designated track where it will couple with other cars at a safe speed to avoid damage to lading. This alone saves the railroad many millions of dollars in damage each year. In some such yards, the only work left for manual performance by switchmen is to pull the pins uncoupling cars. Everything else is done by the operator in the control tower, and even much of his work has been automated.

Signalmen today maintain both the complex signal systems which control road operations and the system controlling these new yards.

Another major area where our job has changed is in maintenance of systems controlling railroad traffic in highly congested areas and terminals. At one time, when trains moved through big terminals, such as the Kansas City Terminal, for example, it was necessary for dozens of switchmen to move around the complex maze of tracks and set by hand the switches that would allow trains to move into, through and out of the area without disturbing or obstructing other traffic. This purely manual handling was replaced in the larger areas by interlocking plants which enabled operators in towers at certain points to set the switches and related signals by long mechanical levers or by electro-pneumatic controls. Signalmen were maintaining such systems thirty and forty years ago. Since that time, these comparatively simple

mechanical systems have been largely replaced by electrically powered control systems. As in Centralized Traffic Control, and as in the new classification yards, such developments added new skills and responsibilities to the signalmen's work.

I intend to discuss in greater detail, some of the signaling developments I have mentioned. My purpose at this point has been to make clear the relationship of these developments of the last four decades to the job we do and to the pay we get—which, as I have stated, was based on a far simpler job in an era when signaling was far less important than it is today.

I must make this clear. A part of the increase we have requested is needed to compensate for this change in job content. We have received no real recognition of these circumstances. Our relative wage position is unchanged from what it was when we were oiling switch lamps.

The railroad industry's investment in improved signaling is generally recognized as one of the greatest single developments contributing to improved efficiency and productivity. The very purpose of railway signaling is to provide for the safe movement of trains and the expediting of railroad traffic. The increased use of the various types of signaling devices has enabled the industry to compete for its fair share of the freight and passengers to be transported in our ever expanding economy. It is a well known fact that the productivity of the railroad workers has expanded more than that of workers in most other industries. In a very large measure this has been brought about by the extended use of railroad signaling. By the use of modern signaling more freight is being transported and more passengers hauled at lower costs than at any time in history.

I have spoken of the automatic freight classification yard where switches, signals, and other devices operate without a directing human hand, to control the movements of freight cars.

These retarder yards allow a railroad to switch a whole train with only one man touching the cars. He is the man who uncouples them. These automatic freight classification yards also make it possible for the railroads to move traffic through busy terminal areas much faster than by the conventional flat switching method. A later witness will cite specific examples of such installations.

I have also mentioned the interlocking plant. These systems are comprised of a combination of switches, locks, signals, and associated apparatus so interconnected that their movements must succeed each other in proper sequence in a pre-determined manner. The industry has used interlockings for many years, but technological changes have vastly improved their performance and efficiency—while adding substantially to their complexity.

Interlockings are of various types, mechanical, electro-pneumatic, pneumatic, and electric. They are designed to expedite safely movements of trains, especially in congested terminal areas, or where railroads cross at grade. There are several thousands of these interlocking plants in operation on the nation's railroads.

One of the greatest boosts to the railroad's competitive position in the last few years was the introduction of Centralized Traffic Control systems, commonly referred to in the industry as C.T.C. These systems allow a carrier to operate hundreds of miles of railroad from a central point and at the same time expedite traffic. This often results in the carrier not having to install additional trackage to move heavier volumes of freight. This is true because C.T.C. makes it possible to increase the capacity of single track lines by about 80 percent. In many instances where railroads maintained double track lines, they were able to remove one line as a result of installing C.T.C. This is beyond question a big saving to the railroads.

In addition to the above advantages afforded by C.T.C., it permits a carrier to cut costly delays to its shipments. One western railroad estimates that C.T.C. saves as much as two hours to heavy freights on one hilly section of track in New Mexico. This time saving is possible because the operator knows at all times the exact location of all trains on his district and can advance the schedule even though one of the trains is stalled. Heretofore, when a train stalled, the dispatcher had to hold all other trains in the area because he didn't know the exact location of the stalled train, but since C.T.C. has been installed all he has to do is glance at a diagram of the railroad in front of him and each train's location is immediately known.

Signalmen also maintain the devices providing highway-railroad crossing protection. This phase of our work affects every man, woman, and child, even though they may never ride on a train. I am sure that you are familiar with the bell, the gates, and flashing lights that are actuated when a train approaches the point where a highway crosses a rail line.

By installing highway crossing protective devices the railroads have been able to eliminate thousands of crossing watchmen or other employes with a savings in labor cost adequate in a short time to pay for the installation and maintenance of these facilities. However, in fairness it can be pointed out that much of the cost of installation of the highway grade crossing protective devices has been borne by the State and Federal governments. Certainly we are not finding fault with this, as these facilities are of direct benefit to the public.

If it were not for the crossing signals that do presently exist, the casualties suffered in rail-highway grade crossing accidents would be many times the present figures. It is obvious that these safety devices installed and maintained by railroad signalmen save many lives from being lost each year and, in addition, save the carriers many millions of dollars in damage suits.

On many railroads, signalmen install and maintain complicated communication networks. These systems, too, are becoming more technical. Today, we find line wires and cables replaced with microwave. New electronic devices are introduced to these systems daily, and the signalmen must keep up-to-date on these innovations in order to perform their jobs efficiently.

In most instances the signalmen are required to keep up with these changes on their own time and at their own expense.

Another part of our work is performed in signal repair shops. In these shops all types of signal equipment are repaired and rebuilt at considerable savings to the carriers as such repaired and rebuilt equipment which otherwise would have been scrapped has been kept in service for many years. It can readily be realized that to perform such work a man must be well trained. For example, many pieces of equipment repaired in these shops must meet exacting specifications in order to perform as required. Many of the mechanical adjustments of this equipment must be made to function within a thousandth of an inch.

Although all the signal devices that I have referred to previously in this statement are complicated and require an ultimate degree of skill to install and maintain, we now find that much of this equipment may within a few years be developed to the point where today's signal systems will be as outdated as the steam locomotive. For example, nuclear power has recently been tested by at least one carrier as a means of lighting switch lamps. It is estimated by reliable sources that these nuclear-powered lamps may stay illuminated for more than ten years. This is a far cry from the day when switch lamps had to be manually filled with oil daily. Of course, to install and maintain these atomic-powered lamps, a signalman must be trained to handle these devices safely; otherwise the rail worker and other persons would be subjected to deadly radiation.

It takes a great deal of skill to install and maintain the modern signal devices that I have referred to here today. This degree of skill will have to be increased to cope with the new devices that will in the future make today's signal systems obsolete.

In addition to possessing this skill as a requirement to performing his duty, the signalmen of today still face many of the problems that have always affected their jobs. A signalman is required to operate track motor cars—one of the most dangerous tasks required of any worker. These motor cars are designed so that they do not actuate the signal system. This means that the signalmen must occupy the main line on a track motor car without signal protection. Also, the signalman must face all kinds of weather. He is quite often called out at night in adverse weather conditions to correct signal failures. On many railroads, signalmen must keep them-

selves available for emergency work during their off-duty hours. This protection afforded the railroads is entirely at the expense of the signalman as he is not compensated for such stand-by service.

Signalmen maintain hundreds of miles of slide fences in mountainous sections that automatically set signals to stop if a land or rock slide blocks the rail line.

The preceding outline of signal systems and devices reviews only a portion of the facilities that signalmen install and maintain. These facilities, as you can readily see, are designed to expedite train movements more efficiently and to move trains in safety. It is safe to say that the ever-increasing average speed of trains in the United States is made possible largely through the application of modern signal facilities. Statistics show that as signal systems are updated, average train speeds increase.

We in signaling, although relatively small in number, have without question contributed much toward the efficient and safe operation that the railroads enjoy today. We do not take second place to any group in these endeavors. We possess the skill necessary to make the electronic signal systems on the railroads perform efficiently, safely, and, in many instances, automatically.

Certainly, with the scientifically designed electronic equipment entrusted to their care, signalmen must be paid a wage commensurate with the duties and responsibilities they fulfill. It is only right that signalmen share in the fruits of their contributions, and it is imperative that the wage rate of signalmen be sufficient to attract personnel who will be able to cope with the electronic marvels that make up the signal systems of today and the improved systems that will make up the signal systems of the future.

The duties and responsibilities of the signalman and signal maintainer are many and varied, and to perform them they must have knowledge of machine work, metal work, painting, electrical work, and general mechanical work. They must possess a knowledge of complex electronic equipment that is in wide use on the railroads today.

To perform the jobs outlined above, the signalmen must have a sound body and an agile mind. To fulfill the requirements of his job, he must be resourceful and ingenious. He must familiarize himself with the physical aspects of the facilities under his care and must keep up-to-date on new mechanical and electronic innovations. A survey of the employes we represent revealed that many signalmen go to night school or take correspondence courses to prepare themselves for the increasing demands made upon them by the continuing technological advances being experienced in railway signaling. The employes themselves usually pay for these courses, which are taken on their own initiative.

After these employes have completed their training by such various study courses and by practical on-the-job training and experience, their employment outlook is fairly good—providing they have attained enough seniority to establish themselves on a position. This is often difficult, however, because of the carriers' actions in reducing their maintenance forces and eliminating the established or so-called permanent positions. This often causes these men to work in crews or gangs or at other locations away from their homes or established headquarters and where they are required to pay their own sustenance. Obviously, this creates an added expense or burden on the workers because they must maintain two homes and they have miscellaneous away-from-home expenses. Too, in order for these employes to be at home as much as possible, they must generally provide their own transportation, as in most localities passenger train service has been reduced to an absolute minimum or the men are required to work in small towns where through trains do not stop. All these facts add to the need and justification for these workers being granted the increases in their take-home pay as requested in the dispute before this Board.

Gentlemen of the Board, the employes represented in this case are entitled to their demands in full for a 25 percent increase; moreover, they must be granted this increase effective as of May 1, 1963 to adequately compensate them for their skills and responsibility.

This increase will also place these employes on rates of pay more nearly equal to those allowed skilled workers in other industries—many of whom do not have the responsibility required of this group.

While this sums up our position in a general way, other witnesses will describe in more detail the intricate nature of our work and present to you the position of some of the high officials in charge of our department, and the position of engineers and manufacturers who actually design and make the facilities we are required to install and maintain.

May 31, 1963 Non-Op Move

Non-Ops Invoke Services of NMB in Job Stabilization and Fringe Benefits Disputes

AFTER MAKING NO PROGress in direct negotiations, Federal mediation was invoked recently by Non-Operating rail unions including our Brotherhood in two national movements involving job stabilization and fringe benefits.

Meetings which began December 4 between "Non-Op" and Carrier committees where the job stabilization issue was discussed were fruitless and the parleys terminated January 24. "We have now asked for the services of the National Mediation Board so that this matter can be progressed without further delay," G. E. Leighty, chairman of the national "Non-Op" negotiating team reported.

The job stabilization drive is being pressed by our Brotherhood, Maintenance of Way Employees, Railroad Telegraphers, Railway Clerks, and Hotel and Restaurant Employes.

Federal mediation has also been invoked in the joint movement by our Brotherhood and 10 other "Non-Op" Organizations for "fringe benefits" including longer paid vacations, more holidays, increased life insurance benefits, strengthening of the hospital-surgical-medical program and other improvements.

President Jesse Clark and Vice President C. K. Fields represented our Brotherhood at the direct negotiations.

Pneumatic Impact Wrenches Catalog Page

A catalog insert on Remington's new Impact Wrenches — Models PW348P with a ½" sq. drive and PW358P with a quick-change chuck — is now available. Full tool capacities and specifications are given as well as a list of optional equipment.

To receive this insert, write:
Remington Arms Company, Inc.
25000 South Western Ave.
Park Forest, Illinois 60466
(Refer to The Signalman's Journal)

SHANTY BANTER

Do not tell me the books you have read; let me glean it from your conversation. Do not tell me of the people you associate with; let me observe it by your manners.

SCENT-SATIONAL

"I don't care for those girls who wear cheap perfume."

"Neither do I. Still, you have to admit that they have a lot of common scents."

Stop worrying about your future. It may not last that long.

MALE TALE

"Why does Mrs. Johnson object to the specialist in the city operating on her husband," asked the nosey Mrs. Brown of her spouse.

"I guess she doesn't want strangers opening up her male," drawled Mr. Johnson.

A mint julep is a depth bomb with a southern accent.

BE INTERESTING

And then there was this sweet young thing who ambled up to the bank teller and requested some interest.

So-o-o, he showed her some interest.

Try to be nice to everyone until you have made your first million. After that, they will be nice to you.

SHARP THINKING

"Why did you break your engagement to Ruth?"

"She wanted to get married."

The longer the summer vacation, the harder the fall.

I TOLD YOU SO

Epitaph on the tombstone of a hypochondriac:

"See, I told you I was sick."

AT LAST!

When a man came home late one night and found a burglar ransacking the closets, he said: "Don't rush off. Let me call my wife. She's been hearing you every night for 20 years and I know she'll be glad to meet you in person at last."

A great many so-called open minds should be closed for repairs.

PASS THE BICARB

Tom: "This is the sixth time you've gone back for seconds of ice cream and cake, Joe. Doesn't it embarrass you?"

Joe: "Not a bit, I just tell them the ice cream and cake is for you."

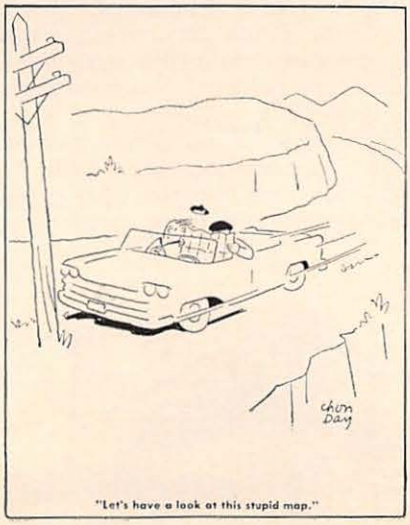
Greatness belongs to eternity, time cannot wither it nor does it need a monument.

HE BROUGHT HIS LUNCH

Tom: "I was born in Chicago, but I went to school in Los Angeles."

Joe: "Gosh, you had a long way to go, didn't you?"

Freedom of speech carries with it the moral obligation of telling the truth.



"Let's have a look at this stupid map."

—AND IN THIS CORNER

"I remember my wedding day so distinctly," the elderly bookkeeper told the young cashier who was taking up a collection for a forthcoming wedding. "I brought my bride home to the little house I had bought, carried her over the threshold and said, 'Honey, this is your world and this is my world.' "

"And I suppose you both lived happily ever after?" queried the younger man.

"Well, not exactly," replied the other grimly. "We've been fighting for the world's championship ever since."

Enjoy your achievements as well as your dreams.

PRACTICE MAKES PERFECT

Professor: "We haven't won any games this year, Coach, but at least the boys on the team are good losers."

Coach: "Good! They're perfect."

There is just as much horse sense as ever, but the horses still have it.

WORST AID

Two Boy Scouts, whose younger brother had fallen into the lake, rushed home to mother with tears in their eyes. "We're trying to give artificial respiration," one of them sobbed, "but he keeps getting up and walking away!"

Money is not his that has it but his that uses it wisely.

GENEALOGICAL GOOF

Friend: "I heard you had your ancestry traced."

Mr. Rich: "Yes, and it cost me five thousand dollars."

Friend: "Why so much?"

Mr. Rich: "Well, two thousand for tracing and three thousand to have it hushed up."

A young man's hardest problem is to find a girl attractive enough to please him and dumb enough to like him.

THE BALD TRUTH

"Mama," asked the dear little girl. "Why doesn't Daddy have hair on his head?"

"Daddy thinks a lot, dear."

"Why do you have so much hair on your head, Mama?"

"Shut up and eat your breakfast."

Florida Suffers as F.E.C. Strike Continues Into Second Year

EDWARD BALL, WEALTHY financier and board chairman of the strike-bound Florida East Coast Railway, rejected the two key recommendations of Presidential Emergency Board No. 157 and once again spiked efforts to settle the long standing dispute.

The Board, after extensive hearings, had recommended that the F.E.C. strikers should get the national "pattern" pay increase, and should, according to their seniority, replace "scabs" employed by the F.E.C.

Federal mediator Frank K. Switzer held separate meetings with the two sides in an effort to get new negotiations started and a definite date for joint meetings was set. Ball insisted that a complete record of the sessions be taken down by a reporter, however following a long established rule of the National Mediation Board that such meetings be kept confidential, no reporter was present for the joint session in the Federal building at Jacksonville, and the F.E.C. management refused to attend.

It has been reported that three other significant developments have recently occurred:

• Ball revealed he has held informal talks with D. W. Brosnan, president of the Southern Railway, about the Southern possibly buying the F.E.C. Ball denied, however, that any "serious" negotiations have taken place.

• The city of Miami on January 15 formally petitioned the Florida Public Utilities Commission for an order directing and compelling the F.E.C. to fulfill a state law which requires the railroad to operate at least one passenger train and one freight train daily each way between Miami and Jacksonville.

• Mayor Robert King High of Miami wired President Johnson on January 17 pleading for more Federal action to end the F.E.C. strike.

As the strike continued into its second year, G. E. Leighty, chairman of the national negotiating committee of the non-operating rail unions, commented that the striking employes and the loyal members of the operating Brotherhoods who have honored the picket lines "deserve the thanks, the thoughts and the fraternal aid of every railroader in America." Leighty pointed out that the employes are striking to gain and preserve the conditions enjoyed by all other railroaders.

"This strike is also vitally important to other railroaders," Leighty emphasized. "If one railroad can whip down its employes and turn them into second-class citizens, others will be tempted to try the same."

Mayor Robert King High who earlier wired President Johnson for federal action to end the strike, recently pointed out that the strike has cost the Miami area alone over a billion dollars. He said this estimate was a "conservative combination" of the actual economic damage in the walkout's first year.

The Miami mayor rapped Florida's governor and two U.S. senators for having "stood mute too long on this vital and long past due matter" of getting the strike settled.

High, speaking on January 24, recalled the petition filed with the Florida P.U.C. to order the F.E.C. to resume freight and passenger service. "If this appeal fails," High said, "we will seek a court injunction to appoint a receiver who will make the F.E.C. keep its word."

Many Florida newspapers carried news stories marking the strike's first anniversary. Here are some highlights from these news stories as reported in LABOR:

• F. T. MacFeeley, chief of the Associated Press bureau at Jacksonville, reported he asked Federal mediator Frank Switzer what can be done next toward a settlement. MacFeely reported Switzer's reply as follows:

"He still hopes to use persuasion. If persuasion won't do it, he said the only people who could bring pressure to force a settlement are those affected directly—shippers, officials of cities along the Miami-Jacksonville line, and the people of Florida."

Newsman MacFeeley himself concluded: "Unless attitudes change drastically, it may be the only path to labor peace on the F.E.C. would be through sale of the line."

• Reporter Norman Wolfe, who covers the Cape Kennedy area for the Orlando Sentinel, suggested in his story: "A possible tieup of Cape Kennedy appears to be the strikers' one hole card."

Wolfe recalled the two days of F.E.C. picketing in that area last September, and the prospective completion of a new F.E.C. spur into the Cape area. "If the government permits the F.E.C. to operate on the spur," Wolfe said, "it would mean non-union labor on the trains.

"The AFL-CIO," Wolfe reported, "has issued thinly veiled threats about picket lines at all Cape entrances, a move which could idle 12,000 building trades and industrial union members working at the spaceport. This would almost certainly bring immediate Federal intervention."

Citing a national AFL-CIO resolution in support of the F.E.C. strikers, Wolfe also reported that "indications are strong the Cape workers sympathize with the striking railroaders and would honor any picket lines." (This matter is believed to be under discussion now in Washington.)

• A United Press International story, datelined St. Augustine and presumably written by the UPI's Jacksonville bureau chief, Randolph Pendleton, reported: "The effects of the strike have been far-reaching.

"The Federal government charged the strike was cramping the nation's space projects at Cape Kennedy. The government also claimed the strike would endanger national security in the event of another need for a fast military buildup in South Florida similar to one during the October Cuban crisis in 1962.

"The loss of revenue and wages and property damage from train derailings and track and equip-

ment destruction runs into millions of dollars," the UPI report added.

South Florida Hit

"South Florida vegetable and citrus farmers claim the strike has slowed and hurt their operations, and the city of Miami says the lack of passenger service has cut into its tourist trade."

• Another AP story by MacFeely featured an interview with striker Carl R. Baughman on the picket line at Bowden Yard near Jacksonville. Baughman, 43, is a World War II veteran, a car inspector and a member of the Railway Carmen.

"Like virtually all the strikers," MacFeely reported, "Baughman is 100 percent behind his union leaders in resisting any settlement that gives them less than their neighbors who work on the Atlantic Coast Line or Seaboard Air Line railroads."

Belt-Tightening

Speaking of the hardships undergone by his family, Baughman told the AP reporter: "We've had to readjust our whole life. We can't go out to eat. Vacation is eliminated. The television set is broke and it will have to stay broke." Baughman's older son dropped out from college and enlisted in the Air Force.

"As for any thoughts of taking one of the jobs the F.E.C. has advertised during the strike," the AP story said, "Baughman gave a resounding 'No, Sir!' to that question.

" 'We keep hoping we can settle. That's why we are on the picket line and staying here,' he said."

• From New Smyrna Beach, home for 500 F.E.C. employes, reporter Evelyn Vining of the Daytona Beach News-Journal wrote:

"The pickets walk their picket lines 24 hours a day, regardless of the weather. Strike headquarters is manned 24 hours a day.

'A Long Walk'

"And the off-train union men who went out on strike at one minute after midnight, Jan. 23, 1963, and the on-train men who honor their picket lines, still are waiting. Now, they say: 'Let's wait and see what this new man in the White House—this man Johnson—will do.' "

The Miami Herald carried an interview by reporter James Buchanan with striker David Oliff, headlined: "It's Been a Long Walk for F.E.C. Pickets."

Oliff, a 54-year-old baggage handler, was quoted as feeling pretty weary after a year on the picket lines. "Now I walk and walk and walk—and they say I'm too old to get back in the Army," he jokingly told the reporter.

Campbell's Comments

• The Miami News, in a story by reporter Miller Davis, quoted at length from Miami area strike chairman Don K. Campbell, as follows:

"In view of the facts developed during the past year of the F.E.C. strike, the employes feel stronger than ever that they were right when they refused to continue to work under the wages and conditions the management indicated it would force upon them.

"Since then," Campbell continued, "it has become crystal clear to the employes that the economic reasons advanced by the owners and managers of the F.E.C. are a smoke-screen to cover the real motives for waging such a destructive battle against the unions and union membership.

"The cost of this campaign to the railroad has been many times the actual expense of granting a reasonable wage increase," Campbell observed. "The F.E.C. owners and managers, if it takes years, will not live long enough to witness a non-union open shop on this railroad."

THE RACO SPEAKERPHONE

RACO PRODUCTS — ENGINEERED FOR LONG LIFE

INDISPENSABLE

for every Engineer, Supervisor, Inspector or Maintainer on any Construction, Maintenance, Test or Inspection Work.

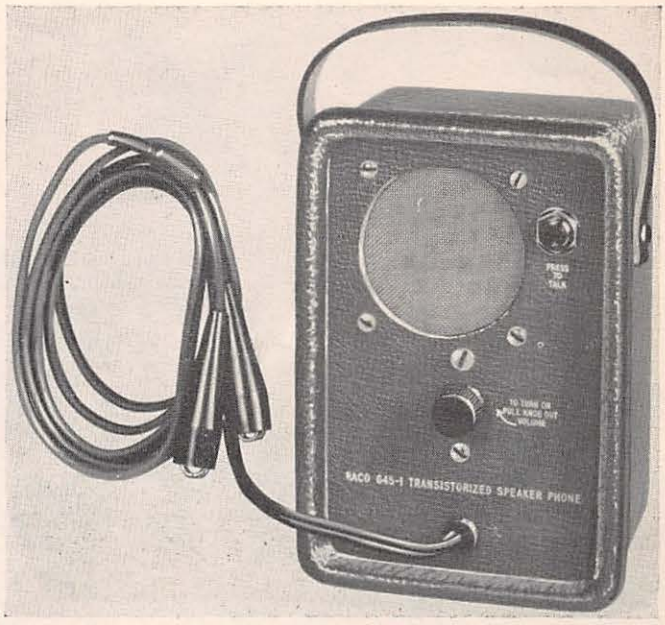
Completely Self Contained

Microphone-speaker, solid state
Printed circuit board complete with
long lasting Alkaline Batteries

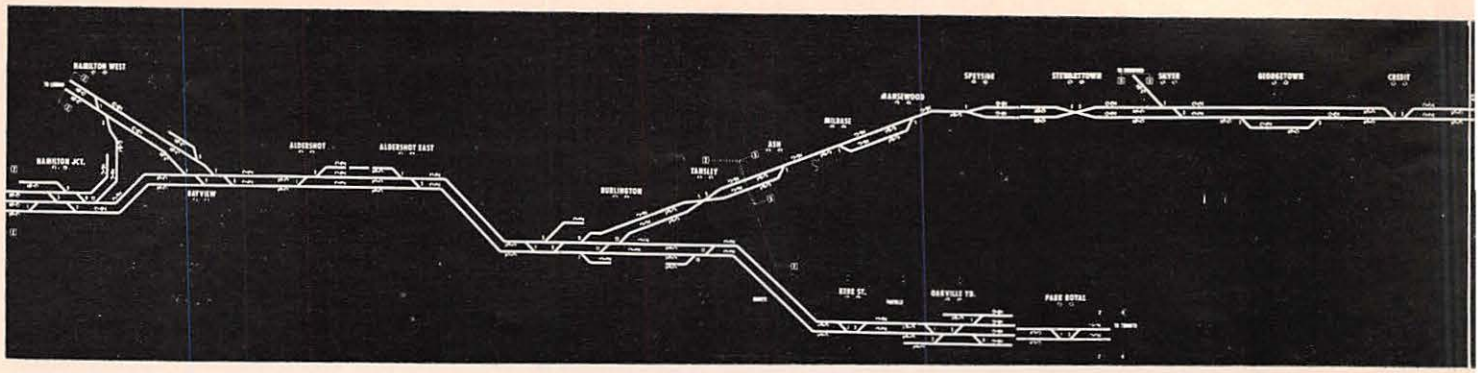
IMMEDIATE DELIVERY

ORDER NOW

RAILROAD ACCESSORIES CORP
Main Office and Plant
5 Tenakill Park, Cresskill, N.J.



ORDERING REFERENCES:
No. 645-1 RACO Speakerphone



The track diagram panels shown in the photo above are installed on the Traf fic Control Center Console shown in the photo at the right side of the pa

Cover Story, Part 2

C.N.R. Construction Program Includes New Access Line and Retarder Yard

LAST MONTH WE DISCUSSED the layout and many of the interesting features of the new electronically controlled retarder yard being built by the Canadian National Railways near Toronto, Ont., Canada.

In this issue we will discuss the new access line being built by the C.N.R. in conjunction with the yard installation and in a subsequent issue we will furnish additional information about both the yard and the line including material from the manufacturers on new developments which will be incorporated into the system.

The access line will be approximately 100 miles long and will include 125 miles of trackage. Approximately 35 miles will be entirely a new construction, 27 miles of existing single main line will be converted to double track, and 38 miles of single track is being reconstructed to comply with the requirements for improved operating conditions. Men working on the new portion of the line are actually building a railroad.

There are 55 rail-highway crossings on the new line and automatic crossing gates will be installed at 34 of them. An accompanying photo shows Brother Ken Murphy, gang foreman, and his gang consisting of Brothers Roy Summerfield, Jerry Jones, Barry Greiner, R. Wright, and Roy Jarman, all members of Local 165, as they installed flashers and gates on one of the crossings.

Rails across highways at grade crossings have been butt welded. It was explained that this was being done to eliminate the use of bond wires in the crossing where they are generally not readily accessible and frequently are the cause of failure of this important track circuit.

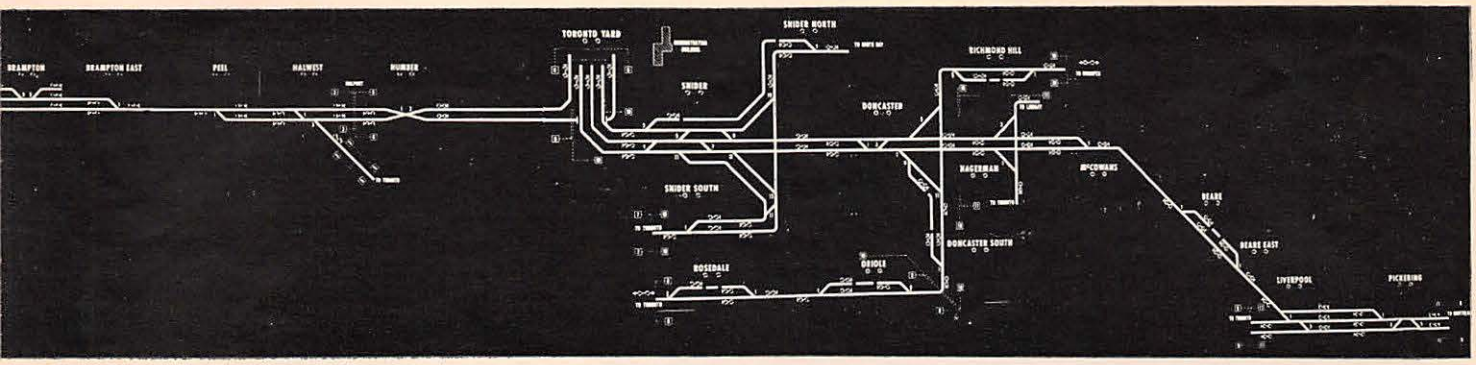
It was necessary for the C.N.R. to build bridges and overpasses at 46 locations. One of these, shown in an accompanying photo, over the Humber River is 630 feet long and is 100 feet above the river. The Stewartown bridge is also 630 feet long.

There are five points on the line where grade separation permits the access line to cross over the Canadian Pacific Railway. Automatic interlocking will be installed at three locations to provide protection at points where the line crosses other C.N.R. tracks.

The newly constructed lines from Burlington on the west to Pickering on the east will be controlled by Traffic Control Signaling from Toronto Yard. The area just east of Hamilton through to and including Oakville, and the line from Richmond Hill to Toronto will also be controlled from the same Traffic Control Center located in the Administration Building at Toronto Yard.

The moving trains will be seen

This photo was taken as Brother Ken Murphy's gang dismantled an existing rail-highway crossing protective device before installing the mechanism which will later provide gate protection in addition to flashing lights and warning bells at this location.



ge. The 36 foot diagram is divided into three 12 foot sections. Dispatchers at the panel will be able to observe all trains as they proceed over the system.

in lights on the large track diagram. Push buttons to line switches and direct train movements are also located on the remote control desk-type console.

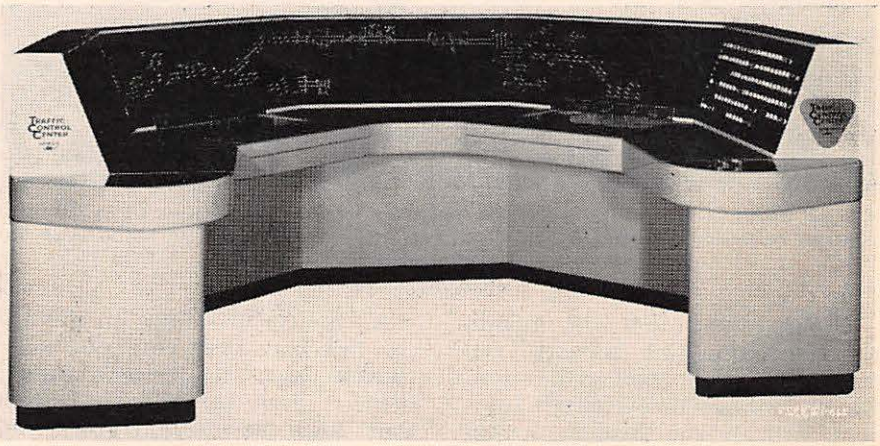
The manipulation of the Toronto area TCS will be as follows:

When a moving train is approaching a yellow caution signal, the next signal light on its route will flash red on the track diagram on the console. This tells the train dispatcher it is now time to push the next control button that corresponds to the flashing. When this is done, all available routes at that point will light up on the miniature railroad. The train dispatcher then decides which track he wishes the train to use and depresses the control button at the end of that route. That is all the operator need do. When the TCS machine receives the information as to which track the train dispatcher wishes the train to use, it automatically lines the switches for this route and turns the signals to indicate "proceed."

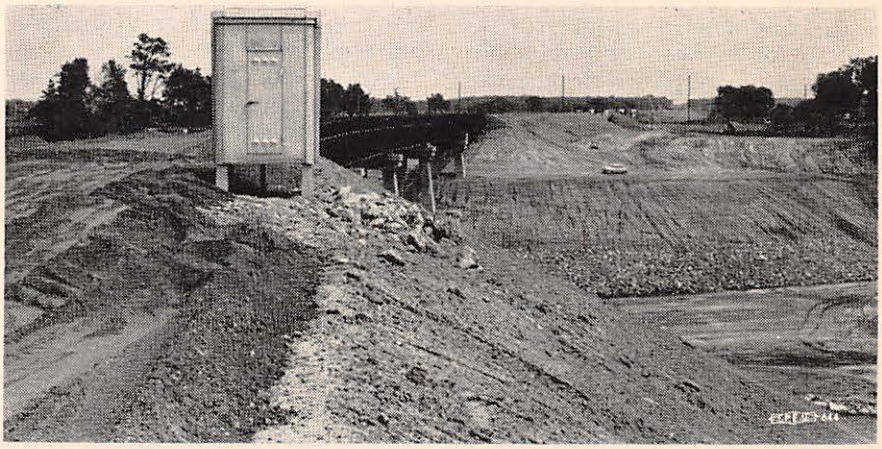
It is anticipated by the CNR that this new equipment will eliminate many costly delays and create a "free flow" concept of train movement, thus helping to realize the vast potential of rail transportation.

A photo of the Control Center manufactured by WABCO, Union Switch & Signal Division, Westinghouse Air Brake Company, is shown in this article. Photos of the track diagram on the control machine are shown at the top of these two pages.

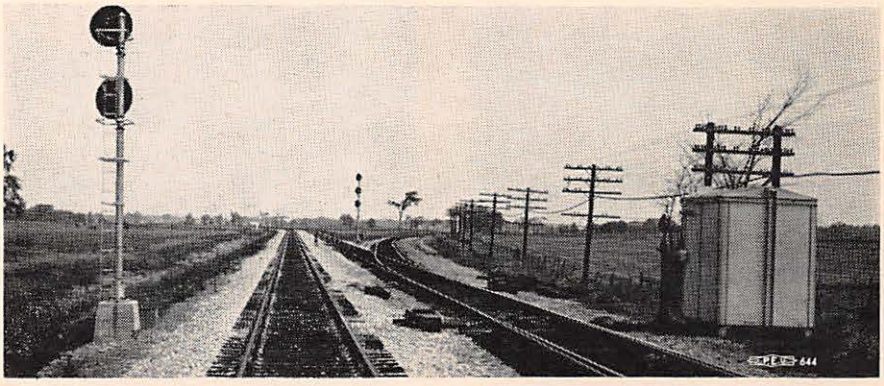
A solid state code control for the signal system is also being installed. This is another new development being installed for the first time in Canada. We will carry more on this solid state system in our final article about this construction project which will appear in a future issue after technical data has been released to us by the manufacturer.



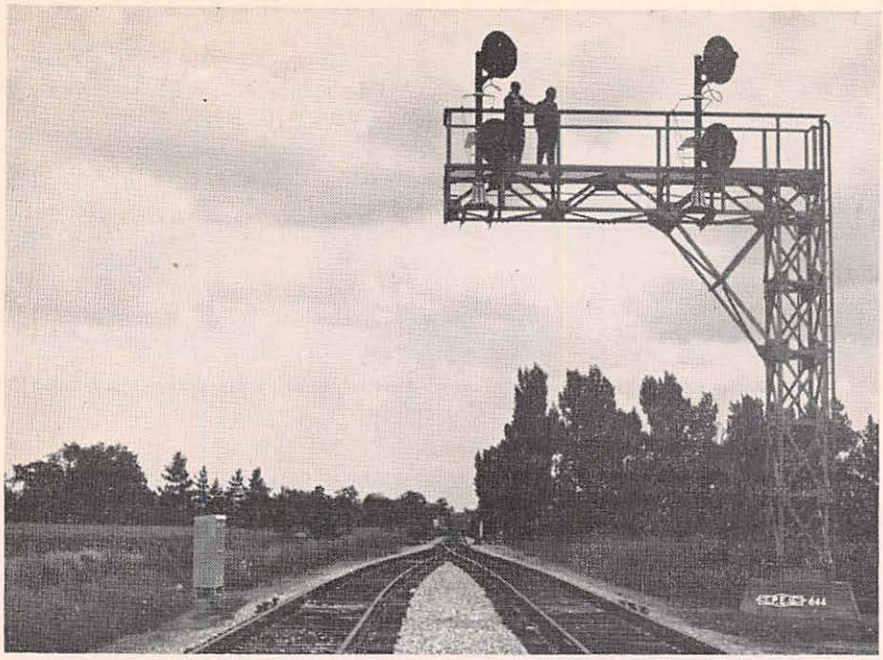
Traffic Control Center shown here was built by WABCO, Union Switch & Signal Division of the Westinghouse Air Brake Company to control traffic from Pickering to Hamilton, Ont., Canada.



Two automobiles parked near the Humber River bridge construction site are dwarfed by the size of the project required to "level out" the new access line. Two new overpasses can be seen in the distance.



It will frequently be necessary to perform switching at the location shown in this photo. A "switching push button" has been placed here to prevent interference to traffic.



A signal cantilever installed at one of the equilateral turnouts on the new access line was inspected by General Chairman A. N. Cotton, right, as Leo McKenna pointed out some of the newer features.

Underground cable will provide the connecting link between control point and controlled location. Circuit connections between locations will also be through the cable. It is anticipated that there will only be about 10 miles of open line wire on the entire access line at the completion of the project. Conduits have been built into all bridges and overpasses for the cable.

There are five locations on the line where signal cantilevers have been installed for equilateral turnouts. One such location is shown in an accompanying photo. The cantilevers are constructed of material which has been galvanized to provide a long lasting and corrosion resistant finish.

All industrial sidings on the access line have been equipped with electric locks to prevent siding switches from being opened at a time when they would create an unsafe operating condition. Audio Frequency Overlay circuits are used throughout the line in conjunction with these and other signal appliances.

Brother Ken Murphy is shown in another photo as he operated a "switching push button" at a location where it will frequently be necessary to perform switching. Built in circuits "lock up" switches, Ken explained, permitting switching at this interlocked location.

Leo McKenna, formerly a very active member in Local 165 and now assistant supervisor of construction on the new line, pointed out that crossing gate mechanisms are being furnished by Transport Products Corporation. He also said that a new style Hanlon and Wilson bond wire has been installed on a 10 mile test section of the Halton Sub Division.

Bootleg pedestals used throughout the new project were cast in the C.N.R. foundry and finished at the Point St. Charles signal shop.

It has been pointed out by General Chairman A. N. Cotton that several new maintenance positions will be created and become effective when the new access line is placed in service. A tentative schedule of the Toronto area signal maintenance staff has been worked out which will include four leading maintainers, 16 maintainers, and 16 helpers and apprentices. It is anticipated that there will be 16 headquarters locations where a total of 9 trucks and 11 track motor cars will be used. At the present time it is our understanding that this does not include the maintenance forces to be used within the yard, however, we will cover this more thoroughly in our future article.

Industrial switches like the one shown here are equipped with electric locks protected by AFO track circuits.

Brother Ken Murphy is shown as he operated a "switching push button" at an interlocked location.

WRRS Sales Manager Retires

John Hensel, General Sales Manager of the Signal and Communications division of Western Railroad Supply Company, Division of Western Industries, Inc., Chicago, has retired after over forty years with the firm.

Hensel entered the supply field in 1919, when he was hired by the Bryant Zinc Company which eventually became part of WRRS.

Kerite Announces Personnel Changes

James H. Cowan was appointed eastern power-industrial sales manager, according to a recent announcement by the Kerite Company, manufacturers of cable for transportation and other industries.

James E. Rogers will continue as assistant eastern power-industrial sales manager and C. A. Lundy was named metropolitan district power-industrial sales manager.

If Goldwater Were President . . . Goodbye to Social Security, Jobless Pay, Minimum Wage, and Progress

EDITOR'S NOTE: This is another of the monthly reports prepared by the AFL-CIO Committee on Political Education for publication in The Signalman's Journal.

His name is Barry Morris Goldwater. He is a department store owner from Arizona who once won an award for merchandising men's under-drawers. He is also a United States Senator. If his backers have their way, he may well be the Republican nominee for President in 1964.

What would America be like under a President Goldwater? Based on his record as a senator and his public statements, we could expect the following:

On social welfare—Repeal or severe cutback of all New Deal, Fair Deal and New Frontier legislation which protects the welfare and security of the little man. This includes social security, unemployment compensation, minimum wage and other progressive laws.

Goldwater has said: "I fear Washington and centralized government more than I do Moscow." (Spartanburg, S.C., Herald, Sept. 16, 1960.) In the same news story, it was revealed, "He said later, in an interview, that he is opposed to a social security program in which the federal government provides funds. 'Millions are being spent recklessly for this,' he said."

In his book, "Conscience of a Conservative," Goldwater summed up his thinking on social welfare issues: "The government must begin to withdraw from a whole series of programs . . . from social welfare programs, education, public power, agriculture, public housing, urban renewal and all the other activities that can be better performed by lower levels of government or by private institutions or by individuals."

His voting record as a senator has reflected this statement. He entered the Senate in 1953. Since then, he has gone on record in nearly 50 roll call votes listed in official COPE voting records. He voted wrong on every one of them.

On taxes—Goldwater believes in soaking the poor. He says: "Get rid of the whole graduated income tax." (Washington Star, Dec. 3, 1961) He explains his program in his book: "Government has a right to claim an equal percentage of each man's wealth, and no more." This means if a man making $50,000 a year were taxed $25,000 — 50 percent — a man making $5,000 must be taxed $2,500, also 50 percent.

On medical care for the elderly—Goldwater protests against health insurance for the elderly under social security. He views the struggle as "an area in which the ideals of free enterprise and voluntary action meet head on with the radical liberal dogma of the welfare state." (Chicago Daily News, Dec. 24, 1960)

A health care program, he says, would be a blow to freedom. "When you (the government) say to Johnny, 'Don't worry about the old man or your mother, we're going to take care of them when they get older,' you've destroyed his freedom there, the freedom of responsibility. . . ." ("Face the Nation" telecast, Jan. 26, 1961)

On labor—Goldwater would ban union political activities. He would enact a federal right to work law. He introduced a bill in the Senate Jan. 14, 1963, to place a whole new set of restrictions on unions, an open shop law among them.

On human rights—According to the Washington Star, July 25, 1963, Goldwater opposes fair employment practices laws (FEPC), and he opposes the proposed public accommodations law.

On foreign affairs—Goldwater utters a hodge-podge of "get tough" statements in his attacks on the President's foreign policy. He opposes negotiated settlements to ease cold war tensions.

On the role of government—Goldwater is obsessed with the relation of the individual citizen to the federal government, or rather the relation of the citizen's money to government.

He believes freedom is expressed in terms of money, and he proposes "sound money and a balanced budget, because deficit spending is dangerous to freedom." (Chicago Daily News, Nov. 18, 1960) "The big thing we have to do is to permit the individual to spend more of his own money." (Washington Star, Dec. 3, 1961)

He thinks the government rides rough-shod over the individual, the government being ". . . a vast national authority out of touch with the people and out of their control." (New Republic, March 27, 1961)

He fears we are rushing headlong into socialism. When President Kennedy cracked down on the steel industry's price increase last year, Goldwater accused him of "trying to socialize the business of this country." (New York Times, April 16, 1962)

He believes "the more government, the less freedom." On the "Face the Nation" telecast of Jan. 26, 1961, after rambling about the horrors of big government, Goldwater was asked point blank by moderator Howard K. Smith: ". . . is it possible, Senator Goldwater, to define the threat of big government a little more closely?"

His answer: "To point your finger at any violation of the freedoms of individuals is difficult at this time."

Goldwater doesn't often slip to the mud-slinging level of his right-wing friends and supporters. Yet he has called Walter Reuther "more dangerous than the sputniks." He has charged Chief Justice Earl Warren "is a socialist." (St. Louis Post-Dispatch, April 18, 1959) He has said of President Kennedy's advisors: "These people are not Democrats. The nicest thing we can say about them is that they're socialists." (Cincinnati Enquirer, Nov. 19, 1961)

Goldwater may or may not become the Republican presidential nominee in 1964. If he does, the words of one prominent American, assessing Goldwater's credentials for President, may serve as a warning. He said (New York Post, May 11, 1961) he does not think Goldwater is "equipped for the job; there are men far better equipped."

The speaker was Barry M. Goldwater.

news from Canada

Canadian Members Urged to Contact Member of Parliament in Support of Report By House Standing Committee

Each member should contribute to an all-out effort to have legislation enacted to implement the recommendations of the Standing Committee of the House on Railways, Canals and Telegraph Lines as quoted in this article.

Brother H. A. Stockdale, Grand Lodge representative in Canada, has announced that our Brotherhood in cooperation with Associated Railway Unions Operating and Non-Operating is urging each member to "make a point of contacting his respective Member of Parliament, to solicit support for the introduction by the Government of legislation along the line of the recommendation of the Committee."

It was further explained that prior to 1956, Section 182 of the Railway Act was thought to provide compensation for Railway Employes adversely affected by abandonments and relocation of terminals.

In 1956 the New York Central applied to the Board of Transport Commissioners for permission to abandon its line between Cornwall and Ottawa. The National Legislative Committee supported an application to the Board for compensation to the affected employes, under Section 182 of the Railway Act, which application was denied by the Board.

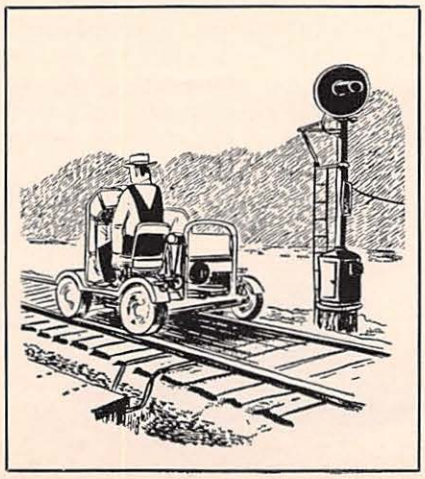
The National Legislative Committee appealed the decision of the Board to the Supreme Court of Canada, and the decision of the Supreme Court upheld the decision of the Board of Transport Commissioners.

In its annual briefs since 1957 the National Legislative Committee has requested the Federal Government to amend the Act so as to give legal application to the principle that was intended in the original legislation.

During the last Session of the current Parliament, private Bill C-15 was introduced by Douglas Fisher, M.P., Port Arthur. The Bill took the form of an amendment to Section 182 of the Act. Under date of June 27, 1963, the Bill, on motion by the Solicitor General was referred to the Standing Committee of the House on Railways, Canals and Telegraph Lines.

Representatives of all railway unions agreed to co-operate in the preparation and presentation of a brief to the Standing Committee, and to appear as witnesses in support of the brief.

The Standing Committee held eight public hearings concerning the subject matter of Bill C-15. Representatives of the unions appeared before the Committee on five occasions, representatives of the railways on two occasions, and Mr. Howard Chase, former member of the Board of Transport Commissioners, on one occasion.



Under date of December 20, 1963, the Committee reported to the House of Commons, as set out below:

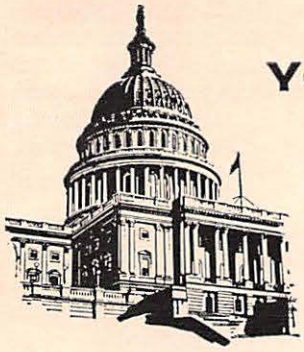
"Complying with an Order of the House of June 27, 1963, your Committee has given consideration to the subject matter of Bill C-15, An Act to amend the Railway Act (Responsibility for Dislocation Costs), and has heard evidence from representatives of the railways, from officials of various Brotherhoods of railway employes, and from Mr. Howard Chase, a former member of the Board of Transport Commissioners.

"The Committee was favourable to the subject-matter of Bill C-15 commends it to the House and the government; and to further clarify our views on the situation relating to the subject-matter, the Committee recommends that:

"The government give consideration to amending Section 182 of the Railway Act to ensure the rights of railway employes in those cases where abandonment, merger or co-ordination between railways, or the closing or near-closing of terminals and shops or the introduction of 'run-throughs' is undertaken by the management.

"The Committee would prefer that such matters as adjustment, compensation, re-training arrangements, and other ameliorations of the dislocation be a matter of negotiation between management and the employes legitimate bargaining agencies but it recognizes that a strong encouragement of such means of settlement will ensue when section 182 is read in such a legal way as to offer firm protection to the employes."

No satisfaction can be taken from the favourable recommendation of the Committee unless the intent becomes translated into legislation by the Government.



YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

CONGRESSWOMAN LEONOR K. Sullivan (Dem., Mo.) has long been battling to protect the people as consumers and she heads the House Subcommittee on Consumers Affairs. For those reasons, she recently was invited to speak before a Credit Union League meeting on the subject of uses and abuses of "consumer credit."

"Across the nation," she said, "there is a rising wave of bankruptcies involving people who just couldn't resist buying things they couldn't afford. This dreary tragedy is written out over and over again in the courts. It is a sad thing to see a wage earner's worldly possessions reduced to nearly nothing, while he owes item after item of installment debts and unpaid bills.

The bankrupts, Mrs. Sullivan added, often have low earnings but extravagant wants which they indulged in for quite a while before the house of credit cards fell in.

"As a nation, we have gone in so heavily for 'buy now, pay later' that outstanding consumer debt has more than doubled in the past nine years, from $32 billion to $66 billion. And this doesn't include mortgage debt, which totals $176 billion."

Of the present $66 billion consumer debt, Mrs. Sullivan pointed out, "$51.5 billion is installment debt, for things we must continue to pay for in the future. We can begin to appreciate the magnitude of that $51.5 billion debt when we realize that it is equal to the total annual profits, before taxes, of all the corporations, in the United States."

Mrs. Sullivan acknowledged that "if we were to try to go back to the time when people bought only what they could pay for in cash, we would be in a sad economic state." But she urged that more people save up for future purchases by putting money in interest-paying credit unions and bank accounts, thus avoiding the risk of bankruptcy and the high costs of consumer credit.

"My Subcommittee on Consumer Affairs," Mrs. Sullivan said, "has before it nine bills which are companions to the 'Truth-in-Lending' measure introduced in the Senate by Senator Paul H. Douglas (Dem., Ill.). It would require money lenders and installment plan sellers to disclose to borrowers and buyers exactly what interest rates and finance charges they would have to pay.

"Most consumers now are unwittingly paying annual interest of 18 to 24 percent, when they think they are paying about 6 percent," Mrs. Sullivan said. She praised credit unions for "educating" consumers to understand such facts, but urged them to do a still bigger and better job of education.

"I guess I'm old-fashioned at heart," Mrs. Sullivan said in conclusion. "We had so little money in my parents' home—with nine children in the family—that we had to weigh the pros and cons of every purchase.

"I'm glad that today most families do not have to scrimp and go without, but there was a lot to be said for not having the parents lie awake night after night wondering how they were going to be able to meet the installment payments on a house full of luxuries they really couldn't afford to buy.

"Of course, we are not going back to the old-fashioned ways. But proper use, rather than abuse, of the opportunities to buy on credit would go a long way toward cutting down the taking of sleeping pills and tranquilizers in many an American family."

Poverty Exists in America

"Thirty years ago," Congressman Frank Thompson (Dem., N.J.) recalled, "President Franklin D. Roosevelt said one-third of the American people were 'ill-clothed, ill-fed and ill-housed.' We have come a long way since then in raising our overall standard of living. But shameful pockets of poverty still exist in this land which boasts of producing goods and services worth more than $600 billion in a single year.

"I found it difficult to believe that nothing is done about the underprivileged who dwell among us," Thompson continued, "until I scanned some of my recent questionnaire returns."

Among the queries he put to his constituents was this question:

"Do you favor or oppose a National Service Corps to help unfortunate Americans?"

Thompson received a number of replies asking "who are they?" He answered that "they," the unfortunates, "are all about us if we but look."

"I could mention," he added, "the hundreds of thousands of the aged who live out their days in loneliness and want; the migrant workers who toil under the cruelest hardships for a pittance; the rural poor displaced by farm mechanization; the slum dwellers, unskilled and unemployed; many of our Indians, poor and diseased; and the vast army of unfortunates stricken in mind and body who inhabit our institutions.

The National Service Corps

"There is no magic way to ease the burden of all the groups I have cited," Thompson continued. "But I feel strongly that there should be a mechanism to bring together those who need help and those who want to help. That mechanism is the National Service Corps proposed by the late President Kennedy.

"He sensed that the desire to help still runs strongly in our people, particularly among our young people, and his perception has been dramatically borne out by the outstanding success of the Peace Corps," in which U.S. volunteers are helping to bring a better life to the poor of other nations.

Thompson reported that, at hearings before a House subcommittee which he heads, the homefront Service Corps proposal received "a great response from college students, retired teachers, nurses and others who feel they have services to contribute." However, Congress took no action on the proposal in 1963, and it still awaits action in the present session.

"I know of no more fitting memorial to the late President

Kennedy, Thompson declared, "than enactment of the program he presented to Congress. The National Service Corps is a vital part of that program."

Function of Defense Secretary

In a long and detailed floor speech shortly before the past session of Congress closed, Senate Majority Leader Mike Mansfield (Dem., Mont.) vigorously defended Defense Secretary Robert McNamara against his critics in and out of the military services.

"Military leaders," Mansfield said, "are not required, and ought not to be required, to answer the questions as to the additional tax burden, or the neglected civilian needs, which any military cost may entail. But those questions must be answered by someone in the government."

Both the President and Congress share this responsibility, the Senate chief pointed out, but the Defense Secretary is the man who has the full-time job.

"If the Secretary of Defense does not have the authority to make the critical decisions, where else shall it be lodged in the government?" Mansfield asked, and added:

"What shall we require of the Secretary if it is not the critical decisions? That he serve as a kind of waterboy for the military services, while they manage the dispensing of public funds in excess of $50 billion a year—a sum more than the total of all other Federal expenditures combined?

"Under that concept," Mansfield continued, "the Defense Secretary's functions would be reduced to fighting for the Defense Establishment's share of the national budgetary pie, and then to keep the various services from coming to blows over how it is to be divided among them. We have had, in prior years, experience with that kind of approach."

Mansfield, said McNamara, as Defense Secretary, has been "an umpire who has sought to establish service needs and expenditures on the basis of the requirements of total national policies, in response to the admonitions of Congress for economical and efficient operation of the Defense Establishment.

"He is an umpire who has exercised the authority of his office to say, not only 'Yes,' but 'No,' when necessary, and to make the 'No' stick in curbing waste and extravagance," Mansfield concluded.

Over The Highway Insurance Covers Monon Signalmen

General Chairman R. W. Gorham recently advised Grand Lodge that "Over the Highway Insurance" has been provided for all signalmen on the Monon Railroad and transportation in the absence of passenger train service has been provided for signalmen in floating gangs.

The insurance coverage extended by the Continental Casualty Company includes:

- $100,000 for accidental death or dismemberment
- $3,000 blanket accident medical reimbursement
- 80 percent of the insured employe's salary from the Monon to a maximum $100 a week for a maximum of three years

It was agreed that signal employes in floating gangs could use company owned vehicles to transport themselves to central points where train service would be available for week end trips home. General Chairman Gorham pointed out that this would be done at no expense to the employe, however, this service would be performed on the employe's own time.

The signal construction crews are equipped with new trucks which are customized to include a five man heated rider behind the driver's seat.

President Jesse Clark said "this is a step in the right direction" in "securing this needed protection for our members."

Railroad News In Brief

THE CHESAPEAKE AND OHIO Railway Company has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for intermittent-inductive train stop equipment for installation on 60 new diesel-electric locomotives.

THE ATCHISON, TOPEKA & Santa Fe Ry. Co., has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for CTC equipment for installation on approximately 35 miles between Newton and Hutchison, Kansas. Control will be from a new Traffic Control Center (TCC) at Newton, Kansas.

THE CANADIAN NATIONAL Railways has placed an order with The Uniswitch Corporation of Pittsburgh, Pa., a subsidiary of Westinghouse Air Brake Company for CTC materials for installation on 232 miles of track on the Edson Subdivision in Alberta. Control of the territory will be from an addition to an existing Traffic Control Center at Edmonton, Alberta.

SOUTHERN PACIFIC RAIL- road has placed an order with Union Switch & Signal Division of Westinghouse Air Brake Company for a new control machine to be installed at Roseville, California, to control 190 miles of existing CTC.

Don't Sweat it Out, Purchase a Yearly Card

Yearly Cards Available Until March 31

You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for refund due to sickness, furlough, or termination of service. Send for yours now. Dues for the first quarter must be paid on or before January 31.

Coordinating Benefits Under RRA and SSA

THE RETIREMENT AND survivor benefit programs administered by the Railroad Retirement Board and the Social Security Administration are coordinated in several ways. This coordination mainly affects the payment of benefits to railroad employees and their families when the employe has short railroad service or service under both systems. The following questions and answers explain how this coordination works.

1. *I worked for a railroad from 1952 to 1958 and then went to work in a job covered by the Social Security Act. I don't think I will ever go back to railroad work. When I reach retirement age will I be entitled to a railroad retirement annuity?*

No. If you have less than 10 years (120 months) of creditable railroad service when you retire, you cannot qualify for a railroad retirement annuity. When you retire, your railroad credits after 1936 will be transferred to the Social Security Administration, and any retirement benefits to which you may become entitled under the Social Security Act will be based on your railroad and social security employment combined.

2. *I am receiving a railroad retirement annuity and next month I will qualify for an old-age benefit under the Social Security Act. Are there any restrictions against my receiving both benefits?*

You can receive both benefits. If your annuity was computed under a special guaranty, however, it will be adjusted when you qualify for the social security benefit. Under no circumstance will it be reduced below the amount payable under the regular formulas for computing railroad retirement annuities.

3. *What is the "special guaranty?"*

This is a guaranty that the total amount of the annuities paid under the Railroad Retirement Act to an employe and his wife or to members of his family after his death will not be less for any month than 110 percent of the amount, or 110 percent of the additional amount, that the employe and members of his family could get if railroad service after 1936 were covered by the Social Security Act. Benefits computed under the guaranty are paid whenever they are higher than the amounts computed under the regular formulas. Retirement benefits under the regular formulas are usually higher than under the guaranty. However, benefits for survivors are generally higher under the guaranty.

4. *I am 65 years old and have 13 years of railroad service, all after 1936. I also worked for a year on a job covered by the Social Security Act. Will my social security service be included when my annuity is computed?*

Your social security service will not be included in figuring your retirement annuity unless your annuity is computed under the special guaranty.

5. *My wife will soon qualify for her own social security old-age benefit as well as for a wife's annuity under the railroad retirement system. Will her own old-age benefit have any effect on the wife's annuity she will also get under the Railroad Retirement Act?*

Yes. A wife's annuity must be reduced by the amount of any social security benefit, other than a social security wife's benefit, for which she qualifies.

6. *Why is a wife's annuity under the railroad retirement system reduced by the amount of any social security benefit for which she qualifies on the basis of her own employment?*

The provision for a wife's annuity is based on the presumption that the needs of a retired employe with a dependent wife generally are greater than those of a single employe. The provision for the reduction in such annuities simply recognizes that this assumption requires modification when the wife qualifies for a retirement benefit of her own.

7. *My husband died last year, and I am now drawing a widow's annuity under the Railroad Retirement Act. Next month I can qualify for my own $40 old-age benefit under the Social Security Act. Will I be permitted to receive both benefits?*

Yes. A survivor annuity under the Railroad Retirement Act may be paid even though the beneficiary is simultaneously entitled to a benefit under the Social Security Act. However, the *amount* of the survivor annuity will be affected if it was computed under the special guaranty.

SIGNALMAN'S LAMENT **BY THOMAS**

I'LL CHECK JOE!
HEY JOHN! DO WE HAVE A CLEAR RUN OUT THE VALLEY SECTION?
PUTT PUTT
Thomas
HEADS YOU'LL MAKE IT— TAILS YOU WON'T! HEADS! GO AHEAD JOE!
A BROTHERHOOD PIN WENT TO PETE STEPANINK OF LOC. 203 FOR THIS IDEA
HE'S NOT KIDDING SON— THAT'S ABOUT ALL THE PROTECTION WE GET WHILE RIDING THESE MOTOR CARS!
PUTT PUTT
103

8. *If a railroad employe had also worked in social security employment, will his survivors receive benefits under the Social Security Act too?*

No. Under both the Railroad Retirement Act and the Social Security Act, survivor benefits, with the exception of the residual payment, are payable on the basis of combined railroad and social security employment. If the employe was insured at death under the Railroad Retirement Act, his social security employment will be taken into account when the survivor benefits are computed. If he was not insured under the Railroad Retirement Act, credits for his railroad service after 1936 will be transferred to the Social Security Administration, and whatever benefits are payable to his survivors under that act will include credit for such service. However, any residual payment which may become due will be paid under the Railroad Retirement Act on the basis of railroad service alone.

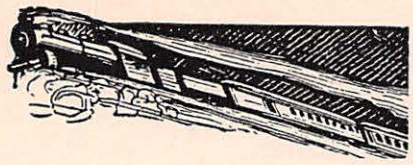
9. *My husband died recently, after only 8 years of railroad service. I am 50 years old and his only survivor. I will be entitled to a widow's benefit under the Social Security Act when I become 62. Will I be able to get the residual payment under the Railroad Retirement Act?*

Only if some time before you reach age 62 you waive your rights to a widow's benefit based on your husband's combined railroad and social security credits. If you husband was insured under the Social Security Act on the basis of his social security credits alone, you could still get the widow's benefit on the basis of those credits.

10. *When I retired 3 years ago, I had only 115 months of railroad service, and my benefit has been paid by the Social Security Administration. I have now acquired enough additional railroad service to qualify for a railroad retirement annuity. What steps should I take?*

First, you should notify the Social Security Administration that you have acquired enough railroad service to be eligible for an annuity under the railroad retirement system. This will prevent the payment of erroneous benefits by the Administration. Second, as soon as you have stopped working, you should notify the Railroad Retirement Board that you wish to apply for a railroad retirement annuity. You may do this either by writing to or visiting a local Board office.

11. *Of the persons being paid monthly benefits under the Railroad Retirement Act, how many are also receiving monthly social security benefits based on their own employment?*



Of the over 850,000 persons being paid monthly benefits under the Railroad Retirement Act at the end of 1962, an estimated 180,000 were also receiving monthly social security old-age disability benefits. They included 104,000 retired employes, 25,000 wives of retired employes, and 51,000 aged widows.

Battery Life Indicator Lets Signalman "See" Ampere-Hours Used

The signalman, who has always felt that the easier handling and longer life of the box-type air depolarized battery would make it ideal for signaling service *If* only there were some sort of exhaustion indicator, can now have his cake and eat it too.

The Eveready Battery Life Indicator, now available for evaluation from the Carbon Products Division of Union Carbide Corporation, provides a simple, accurate and inexpensive indication of the percentage of rated capacity that has been delivered by a primary battery.

Box-type air depolarized primary batteries, the manfacturer claimed, provide substantial savings in make-up and installation time over any renewal element, copper oxide or air depolarized. There are no glass jars to clean, no spent elements to collect and no caustic solution to be stirred. Box-type batteries also provide several times the capacity of copper oxide cells so that fewer inspection and replacement trips are required.

Battery Life Indicator

Accurate to plus or minus five percent, the new battery life indicator shows the signalman at a glance how much of the battery capacity has been used. The meter scale is marked in red at 90 percent of rated capacity to provide ample warning that the ampere hours delivered by the battery system are within 10 percent of the rated capacity. Thus the indicator serves the function of providing for the reliability of the circuit so that the signalman need not rely on written records of installation dates and calculations of average drains on circuits that may have wide fluctuations in load.

Designed for repeated use, the Eveready Battery Life Indicator works on a current-integrating principle. The meter portion of the indicator consists of a calibrated glass capillary tube housed in high-dielectric plastic. In the tube is a column of mercury divided by a gap of fluid electrolyte. A small, accurately controlled portion of the battery output current is diverted through the mercury column. The current electroplates mercury from one side of the gap to the other, thus shifting the gap along in the tube and providing a direct reading ampere-hours used from the battery.

The base into which the meter is plugged mounts simply on the battery terminal post or suitable terminal block. Strip-brass positive and negative leads, punched to fit over the terminal post, extend from one end of the meter base and are insulated from each other by a molded polypropylene plastic washer. The terminals slip easily onto the positive battery terminal post, the positive lead wire is slipped under the plastic washer, and the wing nut tightened on the assembly.

When the ampere-hour meter has traveled full scale to indicate the rated capacity of the battery has been used, the meter is unplugged from its base and a reset meter plugged into the base, which is now ready for use with a new battery. The meter itself can then be plugged into an Eveready resetter in the signal shop. Accommodating five meters simultaneously, the resetter can return the gap to its zero position in three hours, and the reset meter is ready for re-use, the manufacturer concluded.

HOW TO BUY

By SIDNEY MARGOLIUS, for The Signalman's Journal

FOR FAMILIES SEEKING homes, or wanting to re-finance present mortgages to get money for other needs, this is a good year to get a mortgage. Interest rates are lower this year, and lenders also are lending a larger proportion of the value of a home, and for longer terms.

We think both new mortgage-seekers and families already trying to cope with payments, ought to know more about mortgages.

Many families today undertake mortgages up to the limit of their capacity to meet the monthly payments. The frantic drive of some savings and loan associations for higher profits and rapid growth, also has encouraged this tendency.

Significantly, most of the foreclosures on FHA and VA mortgages are on homes that cost under $15,000. The majority, an FHA survey found, had been bought either with no down payment or less than five percent down.

Families who buy homes with little or no down payment, and up to their full capacity to meet monthly payments, usually encounter difficulties for four major reasons.

By far the leading reason is unexpected reduction in income because of unemployment or a reduction in the work week. For example, in Florida, during the recession of 1960, hundreds of moderate-income homeowners could not meet their payments and many simply moved out and abandoned their homes, leaving FHA the owner of many homes whose mortgages it had insured. FHA has been trying to unload an estimated 45,000 dwellings, of which 7,000 are in Florida, and others in some of the Pacific Coast and Midwest industrial areas, such as Detroit, Seattle, and Southern California.

The second major reason for foreclosures is illness or death in the family. Here too, the families had no reserve or financial safety margin.

The other leading reasons found in the FHA survey are unexpectedly high operating costs and "marital difficulties." The higher costs, at least, can be expected. The monthly payments you assume when you first buy a home are not likely to remain the same. Property taxes are increasing constantly all over the country, as new schools, sewage and water systems and highways, are built. Local taxes must increase if the children of these same homeowners are to be educated adequately in a time when more education is becoming increasingly vital in earning a living.

Similarly, new homeowners were found to sometimes underestimate their prospective costs of maintenance and repairs.

Here are policies that can help you guard against the possible loss of a home and the money you already have put into it:

- Shop as carefully for the mortgage as for the house itself, comparing not only the interest rate but the number of "points" you may be charged. Points are a bonus some lenders, and especially some savings and loan associations and private mortgage brokers may require.

For example, a lender may ask that you pay an extra bonus of three "points", or $3 for every $100 of mortgage. On a $15,000 mortgage, this means you would be advanced only $14,550. Two points are the equivalent of an increase of one-fourth of 1 per cent in the mortgage rate.

FHA and VA don't allow the buyer to pay extra points for a mortgage. But a builder or seller may pay points to obtain a mortgage for you. If so, you can assume that this cost has been included in the price of the house.

Some lenders also charge higher closing costs, including a "lender's" or "origination" fee. The more conservative banks may charge as little as $50 for the "lender's" fee and the usual extra one percent fee on FHA and VA mortgages. This covers the cost of arranging the mortgage and the appraisal. Lenders who take riskier mortgages, often charge more.

- Stay within your capacity to pay. The usual yardstick is that your total monthly housing expense, including mortgage payment, property tax, insurance and maintenance, should not exceed one-fourth of your after-tax income. For example, on a $12,000 mortgage for 25 years, carrying a rate of 5 and ¾ percent, your monthly payment would be $75.60.

But you also need to add about 4-5 percent of the value of the house for taxes and other costs. On a $15,000 house, this would add $50 to $62.50 a month to your housing expense.

In estimating your capacity to pay, avoid counting overtime pay. Also consider that a large family or one with unusual expenses such as illness, cannot carry as much mortgage as a smaller family with the same income.

- Build a cash reserve against possible unemployment or reduction of income before you undertake costly installment purchases of additional equipment or further expansion of your house. One large mortgage company reports that a frequent reason why families fall behind on mortgage payments, is "excessive buying on the installment plan." Too, make mortgage payments promptly so you have a good record if ever you really need to delay.

- If you ever find you can't meet payments, don't just abandon your home. It probably will be auctioned off, and you may have little chance of getting back any of the money you already have invested.

It is best to get in touch with the lender before you are more than 30 days behind, and explain that you need a grace period. On an FHA mortgage, the lender is authorized to allow you up to 12 months if you seem to have a reasonable chance of catching up. Not all lenders may wait that long but many will wait three or four months, especially if you show that you are maintaining the property in good condition.

If you still can't manage the payments, try to sell the house yourself rather than have it taken over, to see if you can get more for it than just the amount of the remaining mortgage.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

New York Central

BRISTOL, IND. (210). A meeting was held on October 15 at the Labor Temple in Elkhart, Indiana for the purpose of electing officers to serve Local 210 of the System Signal Shop for the next three years.

The following officers were elected and duly installed: Chief Signalman—Floyd W. Herald; First Vice Chief—William D. Goode; Financial Secretary—Joseph J. Crowley; Recording Secretary — A. E. Lowell; Chaplain — Floyd Platz; Lever—Larry Shea; Local Chairman—Joseph J. Crowley; Grievance Committee—H. W. Nolan and R. D. Lobdell. A. E. LOWELL

Veteran Member of Local 108 Retires

On November 1, 1963, Brother C. H. Chamberlain, Financial Secretary of Local 108 and Leading Signal Maintainer on the Chicago and North Western Railway at DeKalb, Illinois, retired from signal service.

Brother Chamberlain completed 48 years of railroading on the Chicago and North Western Railway, 46 years of which were in signal service in various capacities.

Since 1932 Brother Chamberlain has resided in DeKalb, Illinois, where he has worked continuously as Signal Maintainer and Leading Signal Maintainer, the position he held on his retirement. During his career of signaling which dates back to the duties of the lampman and batteryman positions, he has worked on many different phases of signaling which included the old banjo type hall signal, automatic train control and centralized traffic control. Brother Chamberlain joined the Brotherhood in 1923 and has been Financial Secretary of Local 108 since it was formed and granted a charter in 1940.

Brother Chamberlain plans to continue to reside in DeKalb, Illinois with Mrs. Chamberlain and has no definite plans for the future other than to take it easy for a while.

To Brother Chamberlain and Mrs. Chamberlain, better know as "Dad" and "Mom" to the undersigned, goes our thanks for the many successful years of service as Financial Secretary of Local 108 and our best wishes for many happy years of a well earned retirement. C. J. CHAMBERLAIN

Brother C. H. Chamberlain, financial secretary of Local 108 shown at the right in the photo above, recently retired after completing 48 years of railroad service of the C.N.W. Railroad Others shown in the photo are, left to right, Grand Lodge Secretary-Treasurer C. J. Chamberlain—son of the retired maintainer; W. R. Barber of the Railroad Retirement Board; Brother A. E. Lyon, former president of our Brotherhood and now Labor Member for the RRB; and Mr. Jerry Woodcock, also from the RBR.

Reading

PHILADELPHIA, PA. (53). As we go into the New Year, we start with a group of officers that are willing to fight to protect our present and future rights. They need your strong and united support so let us all resolve to give our Local more support and strength through better attendance at the meetings. Come and let your officers know of your opinions on issues as they develop. Remember, you are the union and in union there is strength. Let's see your smiling faces at the next meeting.

Brother Fiori is our new General Chairman.

H. Palmer has returned to work after being off for 10 days due to his accident.

The Bethlehem gang has been reinforced by two good men, Tom Pollack and Dave Magg.

Joe Fiori's happy construction gang is now working on the installation of electric switches at Jenkintown and Glenside.

Brother McGinn has at last become a member of the "A" gang.

We will be looking forward to seeing many of you at our next meeting.

W. DUHADWAY

Pennsylvania

PHILADELPHIA, PA. (18). Our last meeting of the year 1963 was poorly attended by only 12 members. This is only three more than were present at our last meeting. Let's make 1964 meetings interesting. We should hold our meetings in the meeting hall and discuss our mutual problems.

There are about 90 members in our Local and we should each do our part

Guests are shown in the photo above as they gathered for a recent luncheon at the Normandie Restaurant in San Francisco, Calif. to honor Brother G. G. Hodges. Brother Hodges, former general chairman of the Southern Pacific General Committee, shown seated second from left of photo, entered S.P. service November 5, 1917. He is a WW I veteran. He was a charter member of Local 179 and was elected to serve as Local chairman of Local 92 in 1924. Brother Hodges has served as secretary-treasurer of the S.P. Committee and as temporary general chairman until elected to that office in 1952.

Those who were present at the luncheon hosted by attorney Cliff Hildebrand included members of Brother Hodges' family, signalmen, representatives from the Railroad Retirement Board, S.P. Hospital Assn., Maintenance of Way, Engineers, Telegraphers, Trainmen, Firemen and Enginemen, Railway Clerks, Machinists, Boilermakers, Sheetmetal Workers, Electricians, Carmen, and Firemen and Oilers. They were: Cliff Hildebrand, Cyil Hodges, Mrs. Hodges, Jim Mr. Hodges, Dorothy Genter, Fred Genter, W. J. Macklin, Mr. Clarke, Henry Short, B. H. Steuerwald, R. T. Bates, C. L. Ashley, A. Krueger, C. A. Grenvik, K. H. Green, Phyllis Stand, J. P. Colyar, Jim Hennon, Ofilia Cardinez, H. D. Smith, W. E. Fisher, G. Ballard, A. B. McNabney, Rita Felthouse, W. V. Ellis, R. J. McCarthy, F. James, A. I. Lawrence, F. P. Wilson, C. Coleman, J. A. Lafranchi, J. G. Black, F. Toccallini, F. G. Luethy, B. Cowley, L. Longhofer, T. F. Hauder, P. Burke, H. Granting, and T. Madalin.

instead of depending on nine or ten members to run our Local's affairs.

The P.R.R. Company has violated Article 8, Section 10 of our Agreement for gangs at North Philadelphia and Zoo.

Brothers C. E. Rockett and F. J. Hassett are still on the sick list.

Brother Ray Miller took his vacation during December to go deer hunting. How did you make out, Ray?

The entertainment committee is at a standstill; no turkey drawing Thanksgiving or Christmas. I had to buy my turkey this year. I would like to hear some discussion regarding a banquet for 1964.

The Company furnished Inspectors with cars but Brother H. N. Hagen still walks. TREBOR ROLYAT

Missouri Pacific

KIRKWOOD, MO. (72). Our regular meeting held in the Ironworkers' Hall at Little Rock, Ark. December 14 was conducted by Chief Signalman C. W. Fleming. The meeting was opened with prayer by Brother Smith. There were three officers and 12 members present.

The minutes of the previous meetings of Little Rock, Kansas City, and St. Louis, Mo. were read and accepted as read.

There was no proposition for membesrhip.

Brother Warden was nominated as delegate to attend the Brotherhood's convention to be held during August. Brother J. R. Tucker was nominated to serve as alternate.

We were happy to see Brothers Johnson and Bailey at this meeting. Brother Bailey is from the Louisiana Division. It was reported that Brother Falwell is still not able to return to work.

The resignation of Arkansas Division Local Chairman L. C. Irby was accepted. Brother H. C. Martin was appointed to act as Local Chairman until an election could be held. Election ballots received from members on the Louisiana Division revealed that Brother F. F. Crane was elected as Local Chairman to replace Brother H. J. Moore who recently resigned. We missed Brother F. E. Scheep who has been very faithful in his attendance at the Little Rock, Ark. meetings. Brother Scheep retired recently and we hope he enjoys many years of happy retirement.

A letter from the general chairman to members of the Grievance Committee was read by the Chief Signalmen. This letter explained a few of the articles agreed upon concerning our working agreement. General Chairman Bush stated that nothing at this time had been signed and he would not sign any working agreement until the membership has had an opportunity to accept or reject the proposals.

There being no further business, the meeting was closed with prayer.

E. R. HILL

P. R. R. — P. R. S. L.

MAGNOLIA, N.J. (58). Our regular meeting was held on Wednesday, January 8 at 300 North 27th Street, Camden, New Jersey.

This meeting was well attended, and officers elected at our September meeting were installed. Brother O. G. Rose, one of our retired members, gave the oath of office to the officers.

Brother G. Danley, reported on the Bordentown section and advised that an agreement has been reached by the locals of that section. A copy of a booklet listing our Local's membership will soon be mailed to each member.

George Carter was awarded the foreman's position vacated by Herb Dalton. F. Robbins was assigned the test position, Dooley has gone to Allan tower and J. Pasquale was assigned as signalman at Central tower. J. J. D'Amato is now at Absecon, N.J. and Steve Rice is at Atlantic City. Schneider has been assigned to Maple Shade and Saul to Mt. Holly, N.J. We sure had a big change in positions this month.

We received our list of retired members and each of our members should have theirs by now.

It was reported that Brothers H. Dalton and J. Hummell are on sick leave.

Don't forget to pay your dues. Send them in on time. J. L. NACK

Great Northern

WHITEFISH, MONT. (154). The General Committee met November 17, 1963, at Minot, North Dakota. General Chairman Lyle Gee was reelected for the ensuing three year term. Brother Gee is signal maintainer at Hillyard, Washington and resides in Spokane.

Our other officers include Darrel Dowdell, signal maintainer at Sauk Centre, Minn. as recording and financial secretary; Bob Peterson, signal

maintainer at Willmar, Minn. as local chairman, Eastern district; Adrian Buckland, signal maintainer at Whitefish, Mont. as local chairman, Central district; Charles Cruickshank, gang foreman residing at Cashmere, Wash. as local chairman, Western district; and Bob Richardson, gang foreman residing at Minot, S.D., was reelected local chairman on the Eastern district. Brother Richardson was also elected to serve as Chief Signalman.

A lot of time was spent at the Minot meeting going over the agreement to make sure that the new local chairmen had a good working knowledge of that agreement. Finances of the Local were also discussed by the chairman.

A meeting was held for Local members on the evening of the 17th and was chaired by Brother Richardson, with the members of the General Committee in attendance. This was a wonderful opportunity for us to meet our fellow members that we would not normally come in contact with.

At the conclusion of the meetings, Brothers Gee and Richardson went to St. Paul to meet with representatives of the Carrier. Results of that meeting have been sent out by Brother Gee.

It was reported that Brother Richardson's crew is making extensive signal changes at Surrey, N.D. Brother Cruickshank's crew was to be working around Wenatchee, Wash. Brother Wilson's and Brother Gilbert's crews are stringing new AC wires between Williston and Culbertson. Brother Ridenour's crew is working on the Whitefish and Belton districts, and Brother LaBrie's crew is at Bonner's Ferry, Idaho.

It was reported that Brother Don Brumbaugh is really enjoying his retirement. He said that the ringing of the telephone does not bother him one bit now.

Brother Bob Peterson reported that the books were audited January 11 and were in fine shape. When Brother Dowdell sends the report out to Local chairmen I am sure they in turn will pass it on to the members on their districts.

The corresponding secretary would like to receive news for the *Journal* from any and all members. Please send it in so that our local's activities will be reported in the *Journal*.

ADRIAN BUCKLAND

Illinois Central

LOWES, KY. (202). Brother E. R. Bell recently retired after completing almost forty years of continuous railroad service. Brother Bell began his signal career October 8, 1920 and advanced through the ranks to signal foreman.

Brother Bell resides on his farm located on Route 2 near Water Valley, Ky. He is an avid quail hunter and we feel he will enjoy his retirement by doing a lot of hunting.

B. J. WOODRUFF

Members of Southern Pacific's Western Division signal gang 8 are shown as they posed for this photo before going to work Dec. 11 at Stockton, Calif. They are, from left to right, front row: G. Spence, J. Costa, and R. Rojhan. Center row: E. DeWitt, W. Coates, S. Wiltse, D. Midkesen, R. Griffith, and H. Farr. Back row: J. Wise, T. Eaves, and L. Bailey.

Southern

ATLANTA, GA. (49). Our special election meeting was held at the Bankhead Hotel in Birmingham, Alabama on October 13. The following officers were elected to serve for the next three years: Chief Signalman—T. C. Keltner; First Vice Chief—G. D. Jackson; Second Vice Chief—S. W. Parsons; Recording Secretary — J. E. Hyde; Treasurer—J. E. Hyde; Assistant Financial Secretary — J. E. Channell; Lever—J. V. Hester; Chaplain—R. C. McWhorter; Inside Semaphore—O. J. Norris; Outside Semaphore — G. T. Lawson; Trustees—G. F. Harper, J. V. Hester, and A. L. Beaird. Brother Harper will serve as chairman of the Board of Trustees.

Our next regular meeting will be held in Chattanooga, Tennessee on March 15. At that time the delegates to our Brotherhood's convention and alternate for each delegate will be nominated and elected. Please mark this date on your calendar and try to attend.

J. E. HYDE

C. B. & Q.

ASHLAND, NEBRASKA (119). On Saturday, December 14, we held a regular meeting at Hastings, Nebraska with the following members present: G. I. Pierce, W. W. Lauer, W. A. Burback, R. L. Miller, V. I. Deminski, A. L. Sellers, and J. D. Richards, general chairman. Brother E. E. Logue was a visitor from Local 103.

We approved the request of the Burlington Lines General Grievance Committee to set their per capita tax at $5.00 per quarter per member effective January 1.

Local 119 also proposed an increase of Local dues effective January 1. If this is approved at our regular February meeting, it will make our total dues $15 per quarter per member.

Grand Lodge per capita tax is $7; General Grievance Committee per capita tax is $5; leaving $3 per quarter per member for our Local.

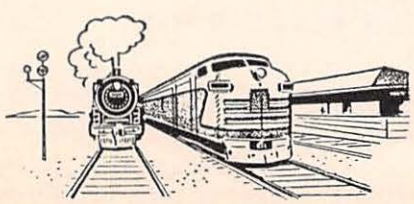
During 1963 we held three regular meetings at Hastings, Nebraska, two at Lincoln, Nebraska, and one at McCook, Nebraska. We had an average of ten members present at each meeting. General Chairman J. D. Richards attended all meetings. Brothers W. A. Burback and G. I. Pierce only missed one. Brother D. L. Zeller of Casper, Wyoming, traveled the farthest, which was 700 miles each way. Brothers L. B. Guild and Ludwig Wratislav were retired members who attended. Brother R. L. Pippinger, Denver, Colorado is one of our members from the Colorado-Southern Railroad who attended this year. Brothers E. E. Logue and H. R. Neihart from Local 103 were our visitors who attended during the year.

Our 1963 fourth quarter report shows an increase of five members over our 1962 fourth quarter report.

Delegates and alternates to attend our Brotherhood's convention in August were nominated. Mail ballots will be sent out to each member during January. Ballots will be counted at our February 8 meeting to be held at Hotel Lincoln, Lincoln, Neb.

The following officers were elected at our October meeting to serve for a period of three years starting January 1: Chief Signalman—L. J. Stromer; First Vice Chief—M. V. Shepherd; Second Vice Chief—LaVerne Elliott; Lever — V. I. Deminski; Chaplain — Melvins Irvins; Inside Semaphore—R. L. Miller; Outside Semaphore—C. H. Hester; Trustees—M. V. Shepherd, W. A. Burback, and L. M. Taylor.

The Local Chairmen elected are as follows: Alliance-Casper Divisions — P. G. Kahler; McCook Division—V. I. Deminski; Omaha-Lincoln-Wymore Divisions—L. J. Stromer; Construction



Lines West—W. W. Lauer; Colorado Southern Railroad—R. G. Sallee.

If you have an idea which is good for the B. of R. S. present it to your local as a resolution to be expressed at our convention. Remember your tax and other laws are those you help your legislators enact. You should do your part on all levels of our government and within our organization.

G. I. PIERCE

General Committees Meet In Joint Session

The Joint General Committee Meeting of Southern Railway Locals 49 and 110, Seaboard Local 105, and Central of Georgia Local 11, was held in the Atlantan Hotel, Atlanta, Georgia on December 7 and 8.

Vice President T. H. Gregg was present and acted as chairman. He called the meeting to order at 11:00 a.m., Saturday, December 7. There were 23 general committee members present and we were also delighted to have with us retired brother R. B. Reynolds of Local 49, who was formerly Secretary-Treasurer of this Committee.

After the credentials of all delegates were examined and found to be in proper order, a motion was made and carried that all delegates be seated.

Minutes of the 1960 meeting were read by acting secretary C. E. Yelton and were approved as read.

Vice President Gregg, a member of Local 110, then briefly addressed the delegates touching on the progress made by our Brotherhood and changes in the Signalman's work down through the years. He also charged each Local Chairman with the personal responsibility of representing the membership. He also recognized the long years of service and the outstanding accomplishments of General Chairman E. C. Melton.

He also brought us up to date on the Florida East Coast Railway strike which has now been in progress for more than a year. Delegates at this meeting contributed $109 to the Special Assistance Fund for the members of our Brotherhood on the FEC.

General Chairman Melton in his reports to the Committee included: a report of the grievances handled for all of the Locals; a report to the trustees on the condition of office equipment used by the General Chairman.

Brother J. E. Channell, Chairman of the Board of Trustees, read the trustees' report on the General Committee Fund as revealed in the Trustees Audit of the books on December 6, 1963.

A motion was made and carried to accept the reports as read.

Officers for the ensuing term were elected at the afternoon session on December 7. The chair appointed J. H. Hale, R. H. Brown, and J. F. Channell to act as tellers for this secret ballot election. This election revealed that the following were elected to serve for the next three years: General Chairman — E. C. Melton; Vice General Chairman — G. F. Harper; General Committee Secretary-Treasurer — E. C. Melton; Assistant General Chairman — G. F. Harper-Local 49; G. W. Hale-Local 105, J. L. Holsenback-Local 110, R. H. Varner-Local 11; Trustees—J. E. Hyde, J. E. Graham, and C. E. Yelton.

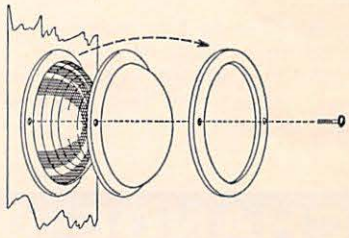
An installation service for these newly elected officers was conducted by Vice President Gregg, after which the meeting adjourned until 9:00 a.m. on Sunday, December 8.

The handling of all business which properly came before the Committee was concluded at the morning session on Sunday. We were all pleased at the good attendance for these meetings and I am sure that all of the delegates will agree with me that it was indeed a "Brotherhood Meeting" well worth the time and effort required from each of us.

May I express my personal thanks to everyone who attended and "regrets" to those who were missing.

C. E. YELTON

WITH THE *Griswold* KOVER-LENS



New crystal clear "KOVER-LENS" shields wayside signal lenses from vandalism . . . cuts your labor and time for lens maintenance and replacement way down . . . practically eliminates the breakage problem. "KOVER-LENS" is made from heavy duty clear Plexiglas . . . takes repeated shock and abuse without loss of signal light efficiency. "KOVER-LENS" fits right over signal lens with simple repositioning of existing gasket ring and securing with longer bolts provided. Available for most searchlight, color light, semaphore and flashing light lenses.

Write today for complete details and low quantity prices.

Griswold SIGNAL COMPANY

700 Plymouth Avenue North, Minneapolis 11, Minnesota

Obituary

Harry B. Wittle, retired member of Local 50, Pennsylvania Railroad, passed away recently. He was 77.

Brother Wittle was a signal maintainer at Lancaster, Pennsylvania at the time of his retirement in 1949, after completing 44 years of service. He was a faithful member of our Brotherhood and had served our Local as treasurer.

The officers and members of Local 50 extend sincere sympathy to the surviving members of his family.

E. M. Myers

Harry Kackman, member of Local 154, Great Northern Railroad, suffered a fatal heart attack at his home January 1, 1964. He was 55.

During his career with the Great Northern he had served as signal maintainer at St. Anthony Park in Minneapolis and as division testman on the Willmar Division.

Brother Kackman is survived by his widow and four daughters to whom the officers and members of Local 154 extend sincere sympathy.

A. L. Buckland

Joe Gaines, retired member of Local 215, Louisville & Nashville Railroad, passed away recently. He was 70.

Brother Gaines retired in May 1955 on account of disability after completing more than 39 years of service with the railroad. He was a faithful member of our Brotherhood for many years and had served two terms as local chairman. At the time of his retirement he was signal maintainer at Jackson, Kentucky.

He is survived by four sons, one of whom, Edwin, is financial secretary of Local 215. The officers and members of Local 215 extend their deepest sympathy to them. Ed.

YOU HELP MORE THE UNITED WAY

Alex K. Watson, member of Local 122, Canadian Pacific Railway, passed away very suddenly on December 7, 1963 as the result of an accident in which he was struck by a train at the Roseville Road crossing.

For the past 35 years Brother Alex had worked as signal helper and signal maintainer in various places on the Ontario District and was signal maintainer at Galt at the time of his death. He was an active member of our Local having served as secretary-treasurer among other offices.

He is survived by his widow and one son to whom the officers and members of Local 122 extend their deepest sympathy. R. A. Nerden

Frank L. Anderson, retired member of Local 33, Atchison, Topeka, & Santa Fe Railroad, suffered a fatal heart attack at his home recently. He was 87.

Brother Anderson began his railroad career in 1911 as a telephone operator and shortly thereafter transferred to the Signal Department. He spent most of his signaling career as a signal maintainer at Winfield, Kansas on the Middle Division. He retired February 15, 1944.

Brother Anderson was a charter member of Local 33 and was a faithful member of our Brotherhood having been very active in its affairs even after his retirement. He always served our Local in some capacity including two terms as local chairman.

He is survived by one son to whom the officers and members of Local 33 express deepest sympathy.

Max E. Craft

R. F. Holmberg, member of Local 24, Denver and Rio Grande Western Railroad, passed away recently.

Brother "Rusty" was to have taken his pension January 1, 1964 after 34 years of service with the Denver & Rio Grande. He had held various positions over the years and most recently had been at Grand Junction as maintainer of the hump yard.

The officers and members of Local 24 extend their deepest sympathy to the surviving members of his family.

Ed.

W. E. Palmer, retired member of Local 110, Southern Railroad, passed away recently. He was 73.

At the time of his retirement in March, 1956, Brother Palmer had completed 43 years of railroad service and was working as a signalman at Knoxville, Tennessee.

The officers and members of Local 110 extend deepest sympathy to the surviving members of his family. Ed.

John J. Kane, member of Local 88. New York Central Railroad, was killed instantly when struck by a train, January 13, 1964, while working on a switch at Chelsea, N.Y. He was 53.

Brother Kane entered signal service in May, 1943, and had nearly 18 years seniority in the Assistant Maintainer class. At the time of his death, he was working in Gang B, Poughkeepsie. He was a faithful member of Local 88, and was serving as Financial Secretary, which office he had held for several years.

To his widow, aged mother, brother, and sister, the officers and members of Local 88 extend their deep and sincere sympathy. T. J. Ryan

Roger B. Gordon, retired member of Local 31, Baltimore and Ohio Railroad, passed away December 8, 1963 at Frederick Memorial Hospital. He was 74.

Brother 'Spike" began his railroad career April 1913 as a car repairman and worked in various departments until 1923 when he began his signaling career. He retired in 1955 from the Baltimore West End Division.

The officers and members of Local 31 extend sincere sympathy to his widow and to the other surviving members of his family.

D. L. Esworthy

Charles Hermanson, retired member of Local 160, Grand Central Terminal, passed away January 19, 1964. He was 73.

Brother Hermanson was a maintainer at the time of his retirement in 1956, after completing 45 years of service.

The officers and members of Local 160 extend sincere sympathy to the surviving members of his family.

W. Deatcher

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

The Signalman's Journal
2247 Lawrence Ave.
Chicago, Illinois 60625

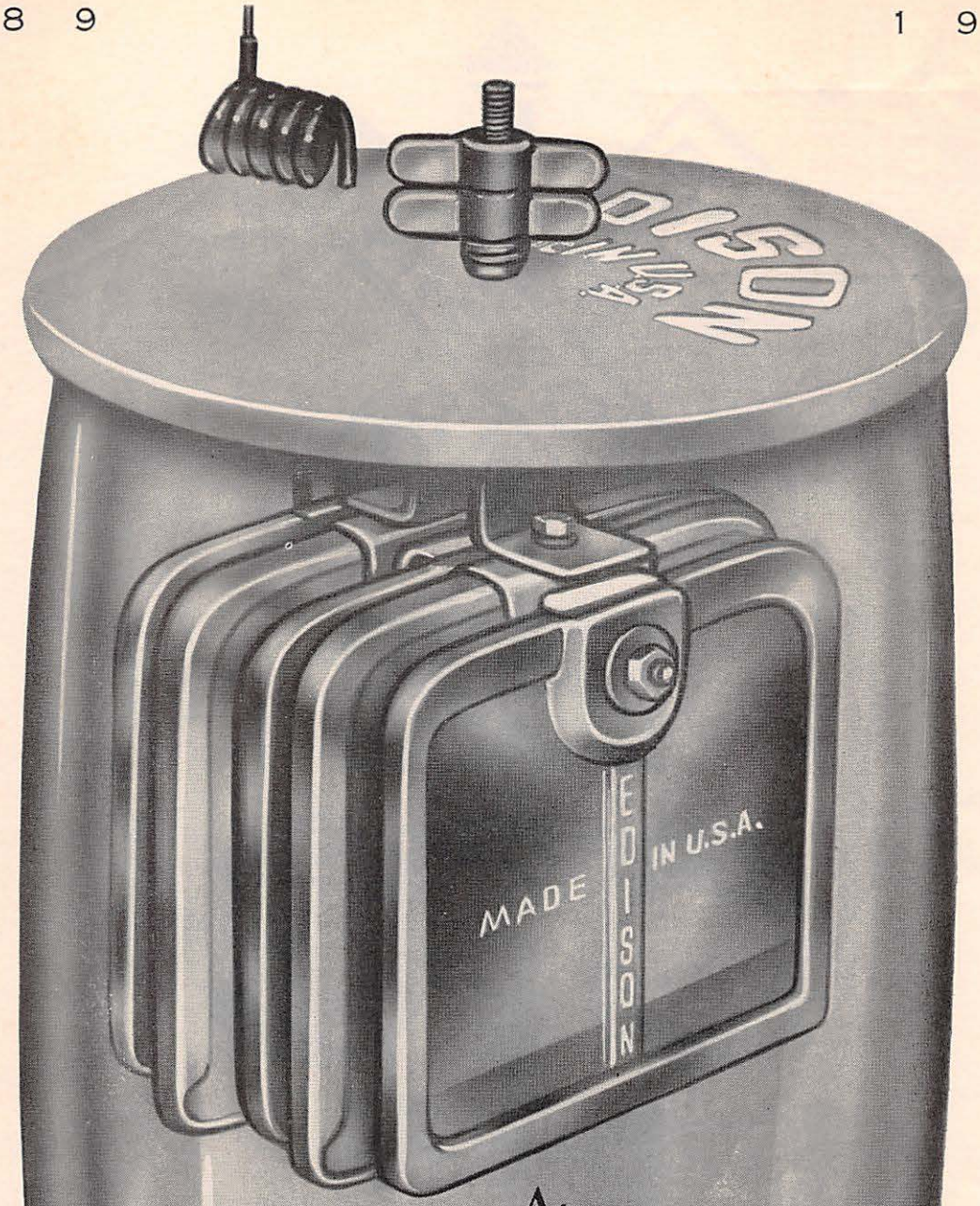
Name .....

Lodge No......**Cert. No.**.....

Street or Box Number .....

City ..... **State** ..... **Zip Code** .....

1 8 8 9 1 9 6 4



After 75 years the Edison Copper-oxide Primary Battery is still the symbol of dependable, low cost signal power . . .

. . . because it has always met and kept pace with the exacting and ever-expanding demands of this important service.

It will continue to do so—as long as there is a railroad signal system anywhere which requires a completely independent and totally reliable source of low voltage d.c. power.

Celebrating our first 75 years of service

THOMAS A. EDISON INDUSTRIES

PRIMARY BATTERY DIVISION • BLOOMFIELD, N. J.

McGRAW EDISON

8558

PAUL E PRIDDY 33
GEN DEL
STAFFORD KANSAS 67578

The new crossarm and lamp assemblies of the WABCO HC-100 are made of corrosion-resistant aluminum and weigh only 28½ pounds. (Cast iron units weigh 110 pounds.) One man can easily aim and make all adjustments on the new ball and socket joint from behind the unit. The lamp units are compatible to all Union crossarms and, with adapters, to most other manufacturers' crossarms. The newly designed roundel provides three times brighter indication with the same low-energy bulb, fits all standard units and is available separately. For more information, write for U. D. 301 and 302.

WABCO UNION SWITCH & SIGNAL DIVISION
PITTSBURGH, PA. 15218 / Westinghouse Air Brake Company